AWARD/CONTRACT

1. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 350)		RATING	PAGE OF PAGES 1 | 108
2. CONTRACT (Proc. Inst. Ident.) NO. DAMT01-03-C-0033	3. EFFECTIVE DATE 15 Jan 2003	4. REQUISITION/PURCHASE REQUEST/PROJECT NO. W81GYE3010-0003	

5. ISSUED BY CODE DAMT01
MILITARY TRAFFIC MANAGEMENT COMMAND
MTAQ-T TERMINAL & TRANS. RELATED SVCS DI
ALEXANDRIA VA 22332-5000

6. ADMINISTERED BY (If other than Item 5) CODE
See Item 5

7. NAME AND ADDRESS OF CONTRACTOR (No., street, city, county, state and zip code)
ACCENTURE LLP
STEVEN H. GOODMAN
11951 FREEDOM DRIVE
RESTON VA 20190

CODE 0NHA3 FACILITY CODE

8. DELIVERY
[ ] FOB ORIGIN [X] OTHER (See below)

9. DISCOUNT FOR PROMPT PAYMENT
Net 30

10. SUBMIT INVOICES (4 copies unless otherwise specified) TO THE ADDRESS SHOWN IN: ITEM **Block 12**

11. SHIP TO/MARK FOR CODE W81GYE
DCS FOR INFORMATION MANAGEMENT
DIANNE M. CONSTABLE
MILITARY TRAFFIC MANAGEMENT COMMAND
200 STOVALL ST
ALEXANDRIA VA 22332-5000

12. PAYMENT WILL BE MADE BY CODE 389900
DBOF
DFAS-OM/FPB-MTMC
PO BOX 7020
BELLEVUE NE 68005-1920

13. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION:
[ ] 10 U.S.C. 2304(c)( ) [ ] 41 U.S.C. 253(c)( )

14. ACCOUNTING AND APPROPRIATION DATA
See Schedule

15A. ITEM NO.	15B. SUPPLIES/ SERVICES	15C. QUANTITY	15D. UNIT	15E. UNIT PRICE	15F. AMOUNT
	SEE SCHEDULE				

15G. TOTAL AMOUNT OF CONTRACT **$15,434,020.00 EST**

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CONTRACTING OFFICER WILL COMPLETE ITEM 17 OR 18 AS APPLICABLE

17. [X] CONTRACTOR'S NEGOTIATED AGREEMENT (Contractor is required to sign this document and return 2 copies to issuing office.) Contractor agrees to furnish and deliver all items or perform all the services set forth or otherwise identified above and on any continuation sheets for the consideration stated herein. The rights and obligations of the parties to this contract shall be subject to and governed by the following documents: (a) this award/contract, (b) the solicitation, if any, and (c) such provisions, representations, certifications, and specifications, as are attached or incorporated by reference herein. (Attachments are listed herein.)

18. [ ] AWARD (Contractor is not required to sign this document.) Your offer on Solicitation Number _____ including the additions or changes made by you which additions or changes are set forth in full above, is hereby accepted as to the items listed above and on any continuation sheets. This award consummates the contract which consists of the following documents: (a) the Government's solicitation and your offer, and (b) this award/contract. No further contractual document is necessary.

19A. NAME AND TITLE OF SIGNER (Type or print)

20A. NAME AND TITLE OF CONTRACTING OFFICER
TOYE LATIMORE / CONTRACTING OFFICER
TEL: 703-428-2067 EMAIL: LatimoreT@mtmc.army.mil

19B. NAME OF CONTRACTOR BY _____ (Signature of person authorized to sign)

19C. DATE SIGNED

20B. UNITED STATES OF AMERICA BY Toye Y. Latimore (Signature of Contracting Officer)

20C. DATE SIGNED 15-Jan-2003

INCORPORATION OF PROPOSAL

SECTION A:

Solicitation DAMT01-02-R-0057 (including Amendments 0001 through 0009), Accenture LLP's proposal dated 26 July 2002, and proposal revisions thereto, are hereby incorporated into this contract.

Section B - Supplies or Services and Prices

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
0001		1	Labor Hours	$5,085,772.00	$5,085,772.00 EST

Integration/Development/Implementation

LH

LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).

PURCHASE REQUEST NUMBER: W81GYE3010-0003

TOT ESTIMATED PRICE $5,085,772.00 EST

CEILING PRICE

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0002		1	Lot	$744,139.00	$744,139.00

Hardware

FFP

This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.

Note:
Hosting costs in the amount of $374,000 are included.

NET AMT $744,139.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0003		1	Lot	$8,104,109.00	$8,104,109.00

Software/Licenses
FFP
This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS.

The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.

NET AMT $8,104,109.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
0004			Hours		

Maintenance Labor
LH
This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality.

TOT ESTIMATED PRICE $0.00 EST

CEILING PRICE

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0005			Lot		NSP

Travel

COST

This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.

ESTIMATED COST $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0006		1	Lot	$1,500,000.00	$1,500,000.00

Early Completion Incentive

FFP

This CLIN reflects an early completion incentive associated with the early delivery of the STMS service in accordance with the enclosed Statement of Work, Sections C.3.1, C.3.4, and C.4.4. The NTE dollar amount of this CLIN is $1,500,000.00.

Payment of the Early Completion Incentive is as follows:
- The contractor will receive $1,500,000.00 if the STMS service is delivered within 9 months after the start of the Base Period which is considered the contract start up date.
- The contractor will receive $1,000,000.00 if the STMS service is delivered within 10 months after the start of the Base Period.
- The contractor will receive $500,000.00 if the STMS service is delivered within 11 months after the start of the Base Period.

For purposes of calculating when the STMS service is considered delivered, MTMC will use the date the system is delivered to the Government for testing. The time it takes the Goverment to test the STMS service will not be counted as part of the delivery schedule set-forth in this CLIN. However, the early completion incentive is only paid if the STMS service successfully passes all Government acceptance testing. The decision as to whether the STMS service passes the Government's acceptance testing rests solely witin the discretion of MTMC.

NET AMT $1,500,000.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation				
	LH				
	LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1002		1	Lot	$0.00	$0.00
OPTION	Hardware				
	FFP				
	This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1004		1	Hours	$8,947,319.00	$8,947,319.00 EST
OPTION	Maintenance Labor LH This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality. Note: The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$8,947,319.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1005			Lot		NSP
OPTION	Travel				
	COST				
	This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
2001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation				
	LH				
	LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
2002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
2003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
2004 OPTION	Maintenance Labor LH This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality. Note: The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.	1	Hours	$5,630,245.00	$5,630,245.00 EST
				TOT ESTIMATED PRICE	$5,630,245.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
2005 OPTION	Travel COST This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.		Lot		NSP
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
3001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation LH LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
3002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
3003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
3004		1	Hours	$5,633,457.00	$5,633,457.00 EST
OPTION	Maintenance Labor LH This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality. Note: The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$5,633,457.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
3005			Lot		NSP
OPTION	Travel				
	COST				
	This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
4001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation				
	LH				
	LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
4002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
4003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
4004		1	Hours	$5,863,240.00	$5,863,240.00 EST
OPTION	Maintenance Labor				
	LH				
	This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality.				
	Note:				
	The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$5,863,240.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
4005			Lot		NSP
OPTION	Travel				
	COST				
	This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
5001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation LH LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
5002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
5003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
5004		1	Hours	$6,102,191.00	$6,102,191.00 EST
OPTION	Maintenance Labor LH This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality. Note: The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$6,102,191.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
5005			Lot		NSP
OPTION	Travel				
	COST				
	This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
6001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation				
	LH				
	LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
6002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
6003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
6004		1	Hours	$6,351,067.00	$6,351,067.00 EST
OPTION	Maintenance Labor				
	LH				
	This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality.				
	Note:				
	The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$6,351,067.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
6005			Lot		NSP
OPTION	Travel				
	COST				
	This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
7001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation LH LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
7002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
7003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				
				NET AMT	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
7004		1	Hours	$6,609,617.00	$6,609,617.00 EST
OPTION	Maintenance Labor LH This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality. Note: The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$6,609,617.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
7005			Lot		NSP
OPTION	Travel COST This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
8001		1	Labor Hours	$0.00	$0.00 EST
OPTION	Integration/Development/Implementation LH LABOR CLIN. This CLIN reflects the labor resources directed to the effort of performing the integration and development necessary to field the Surface Transportation Management System (STMS).				
				TOT ESTIMATED PRICE	$0.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
8002		1	Lot	$0.00	$0.00
OPTION	Hardware FFP This CLIN reflects the hardware procured in support of the effort of performing the interation and development necessary to field STMS.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
8003		1	Lot	$0.00	$0.00
OPTION	Software/Licenses FFP This CLIN reflects the hardware procured in support of the effort of performing the integration and development necessary to field STMS. The prices for the software licenses are fixed. If, after contract award, the contractor changes the software for whatever reasons, including inability of the supplier to deliver or support the software originally proposed, the contractor will replace the software at no addtional cost to the Government. Replacement software will meet all requirements in the contract.				

NET AMT $0.00

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
8004		1	Hours	$6,879,046.00	$6,879,046.00 EST
OPTION	Maintenance Labor				
	LH				
	This CLIN reflects all labor necessary for maintaining the Government accepted components of STMS, either before and/or after those components are fielded. Maintenance includes labor and material costs for hardware, software, and training activities directly related to maintaining developed functionality, and does not include new or changed functionality.				
	Note:				
	The maintenance CLIN includes hardware maintenance, software/licenses maintenance and hosting costs.				
				TOT ESTIMATED PRICE	$6,879,046.00 EST
				CEILING PRICE	

FOB: Destination

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
8005			Lot		NSP
OPTION	Travel				
	COST				
	This CLIN reflects the travel costs incurred in the development, the integration, or the maintenance of STMS. Travel cost, including related Per Diem costs, shall be reimbursed in accordance with the current version of the Joint Travel Regulations (JTRs). No profit shall be allowed on travel costs. The contractor shall obtain the approval of the Task Order Monitor prior to accomplishing any travel.				
				ESTIMATED COST	$0.00

FOB: Destination

Section C - Descriptions and Specifications

STATEMENT OF WORK (SOW)

STATEMENT OF WORK (SOW)

C.1.0 General

The Military Traffic Management Command (MTMC) operates two legacy information technology (IT) systems that support management of surface transportation operations. The Integrated Booking System (IBS) manages all MTMC point-to-point ocean cargo traffic, and the Global Freight Management (GFM) system manages all other MTMC surface movement traffic (rail, truck, inland waterway, etc.). These systems have supported MTMC operations for years, but a recent internal reorganization study (aimed at consolidating resources and focused on core business processes) questioned the need for separate surface movement systems.

MTMC developed these systems internally to manage transportation DoD requirements when surface transportation management focused on modal and regional traffic. Recently, the management focus, commercial software capabilities, and logistics requirements have expanded, allowing a broader "end-to-end" view that transcends modal and regional barriers. MTMC consolidated all modes of traffic, worldwide, into a single surface movement division, but it continues to rely on information from systems designed with the original focus. It needs to replace these legacy systems with an integrated surface movement capability, focused on end-to-end transportation management, which handles all modes of surface traffic.

C.1.1 Internal Decision Factors

MTMC wants to be "the provider of best value surface transportation solutions…anytime or place, on time…every time."

MTMC customers are not satisfied with response times and systems configuration; to partially counter this problem, the GFM Program Management Office is producing a web-based system and the IBS Branch is introducing "direct booking."

The MTMC internal reorganization study recommends moving away from the current s*tovepiped* systems and processes to a unified surface transportation management system (STMS) organization. It suggests a combined management information system (MIS) that supports one organization and provides better-integrated, easily understood processes.

MTMC analyzed its "as-is" system and proposed a "to-be" architecture, recommending

breaking the stovepipes and implementing an enterprise data repository or warehouse environment,

building on the Electronic Transportation Acquisition (ETA) system to establish a common view and single point of entry;

realigning headquarters information management (IM realignment to recognize strategic plan core competencies, including combining the Ocean Cargo Division and Freight Systems Office; and

divesting the in-house system and software development business practice and achieving best-in-class status through the acquisition of commercial off-the-shelf (COTS) services.

C.1.2 External Decision Factors

At the national level, the *Government Performance and Results Act* (GPRA) mandated infrastructure and budget reductions and efficiencies in Government operations. Also, several General Accounting Office (GAO) reports recommended logistics infrastructure consolidations, privatization, and outsourcing. GAO recommended the adoption of best business practices, operational methods, and COTS technology for Government agencies.

In 1996, the *Clinger-Cohen Act* mandated significant changes in the way the Federal Government justifies, acquires, and manages IT; DoD implemented this legislation in 1997, and it serves as the policy baseline for IT investment and acquisition.[1]

The 1997 *Report of the Quadrennial Defense Review* (QDR) directed the adoption of the innovative management and business practices of the private sector, proposed reengineering or reinventing DoD support functions, and levied structural and budget reductions for DoD agencies.[2]

In November 1997, the Secretary of Defense released a "Message from the Secretary" on the subject of the Defense Reform Initiative (DRI). He stressed that DoD has labored under (once state-of-the-art) support systems and business practices that are at least a generation out of step with modern corporate America. Other systems born in the unique DoD culture never corresponded with the best business practices of the private sector. Finally, he said that these practices cannot and will not continue.

The Army Knowledge Management Strategic Plan and the Guidance Memorandum identify the drive for knowledge management.[3] They say that it will be necessary to manage knowledge and infrastructure at the enterprise level to become a knowledge-based organization.

A 1999 task force said that "information" and coupling "providers" with "users needs" is "the backbone of modern logistics." The military departments, United States Transportation Command (USTRANSCOM), and the Defense Logistics Agency (DLA) have "over 1,000 aging legacy systems," which provide adequate support to current military operations but are costly and time-consuming to improve. Improvements such as "fewer transactions… more accurate forecasting of requirements, and more secure information are needed."[4]

For USTRANSCOM, the task force foresees the emergence of end-to-end movement control through minimized staging, globally optimized lift resource usage across the spectrum of movement activities (intermodality), and joint total asset visibility (JTAV).[5] The task force's comments include the following:

Supply chain modernization should employ unmodified COTS application software where possible.

Use of COTS application software is only feasible if components change their business processes to accommodate the software.

Current Defense Information Infrastructure Common Operating Environment (DII COE) rules on segmentation need to be reviewed.[6]

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[1] Barry J. Hensley, *Development of a Software Evolution Process for Military Systems Composed of Integrated Commercial Off the Shelf (COTS) Components* (Monterey, CA: Naval Postgraduate School, March 2000), p. 6–14.

[2] William S. Cohen, Secretary of Defense, *Report of the Quadrennial Defense Review* (Washington, DC: DoD, May 1997).

[3] Memorandum for the Assistant Secretaries of the Army, et al., from Erin K. Shinseki, Chief of Staff, and Thomas E. White, Secretary of the Army, Subject, *Army Knowledge Management Guidance Memorandum Number 1*, August 8, 2001.

[4] Office of the Under Secretary of Defense for Acquisition & Technology, *The Defense Science Board 1999 Summer Study Task Force on 21st Century Defense Technology Strategies, Volume 1, Final Report* (Washington, DC: DoD, November 1999), p. E-1.

[5] See Note 4.

[6] See Note 4.

C.1.3 MTMC IBS/GFM Environment

IBS and GFM are wholly independent systems, each comprising a series of functional application "modules" oriented on business processes. These modules resulted from a continuous expansion and revision of the legacy systems over time as both the complexity of DoD transportation requirements and the capabilities of information technology evolved.

IBS and GFM are old, and certain commercial vendors on which MTMC relies will not provide future systems support. For example, both IBS and GFM are based on technology first implemented several years ago. Some of that technology is becoming outdated; most modern systems are being developed and maintained with different technology. MTMC is developing its new web/client/server generation of module software and will eventually discontinue support of some old, mainframe module versions, such as HOST in GFM. Consequently, within the next five or so years, MTMC must replace its system or develop interfaces with existing modular systems that comply with a contemporary "open system architecture" environment.

Furthermore, the existing systems, even as they improve, cannot take full advantage of new technology. They are not integrated to effectively and efficiently transfer data or streamline processes as needed to support MTMC in the future. The cost of the maintenance, development, and training needed on these systems to keep pace with the commercial world is prohibitive. Using separate contractors for different modules makes the integration of customer and contract changes more complex, costly, and manpower intensive.

C.1.3.1 IBS

IBS is a single, worldwide, automated booking system that supports peacetime and wartime movement of unit and sustainment cargo. IBS also supports MTMC business practices by automating the booking process between DoD shippers and ocean carriers. IBS is designed to operate both in CONUS and OCONUS.

IBS goals are:

to provide a single booking system for the movement of military cargo in an efficient and timely manner during peace and war,

to integrate existing cargo booking systems to include expanded use of electronic data interchange (EDI), and

to provide MTMC booking offices with the ability to manage and report on cargo movements.

IBS consists of the following modules:

Sustainment. Automatically books cargo requests received from DoD shippers and vendors by choosing the best-value ocean carrier offering acceptable space and meeting the delivery time requirements.

Commercial Sealift Solutions (CSS). Supports the Management Reform Memorandum (MRM) 15 payment and billing requirements.

Carrier Analysis and Rate Evaluation (CARE II). Provides a system for solicitation, evaluation, award, and publication of ocean rates. It geographically displays carrier service data.

Unit. Books requirements received from the Transportation Coordinator Automated Command and Control Information System (TC-ACCIS) and Computer Movement Planning and Status System (COMPASS) against Military Sealift Command (MSC)–controlled ships.

Ocean Carrier Interface (OCI). Provides ocean carriers that are not EDI capable an interchange facility for the exchange of booking data and cargo status with the sustainment module.

Cargo Management. Provides the MTMC Operations Center Fort Eustis, Virginia with the tools to monitor carrier and shipper performance to ensure compliance with 45 dedicated or negotiated contracts.

Requirements Forecasting Rates Analysis Module (RF RAM). Develops service sealift requirements forecasting of intermodal moves for cargo being moved internationally and distributes contract and rate data to the sustainment module.

OTO. Provides one-time-only (OTO) booking of selected DoD cargo.

Direct booking capability Electronic Shipper System (ESS). Provides support for shipper direct booking and focuses on supporting various shipper\vendor requirements to include order management, controlled vendor access, documentation, carrier selection and pricing. Interfaces with shipper ordering systems.

C.1.3.2 GFM

The GFM host system is a DoD-wide centralized automated freight traffic MIS for domestic motor freight, rail, and inland waterway traffic. In addition to the host system, the GFM modules are as follows:

Freight Acquisition Shipping Tool (FAST). Provides a guaranteed voluntary traffic application.

Spot Bid. Provides shipment posting and closing bidding for OTO, nonguaranteed traffic, and nonnegotiated movements.

Customer Added Value Suite (CAVS). Provides the ability to view and print carrier tenders.

Transportation Facilities Guide (TFG). Acts as the single DoD repository for consolidated information on passenger and transportation freight shipping and receiving facilities and related services.

Transportation Discrepancy Report (TDR). Reports on transportation discrepancies.

Small Package. Allows users to ship small packages of 150 pounds or less. Created in accordance with MRM 15 and based on General Services Administration (GSA) and Army Materiel Command (AMC) contracts.

GT (Guaranteed Traffic) Step. Creates solicitations, reviews bids, and awards traffic to carriers.

GT-Bid. Allows a carrier to review GT solicitations and submit a tender bid via the web.

Freight Carrier Registration Program (FCRP). Allows any surface freight carrier to become a DoD carrier.

Tender Entry on the Web (TEOW). Allows tender entry via the web for voluntary tenders.

IBS and GFM were originally designed to support business processes that were modal (such as ocean cargo and containers) and regional (such as international and domestic) cargo and freight management specific. The systems have redundant data input and rely primarily on manual interfaces for data sharing. There is also duplication of functionality.

Using two systems inhibits attainment of desired capabilities:

"Door-to-door" management, such as shipper to destination, ocean, and multimodal

Decision support information, such as metrics and management reports

Single entry access, such as no separate log-on requirements once in MTMC network

Shared data usage, such as knowledge management capabilities.
Neither IBS nor GFM provide door-to-door management for the surface movement core process. This core requirement is evolving from one of modal (freight or ocean cargo) and region (domestic and international) to global, end-to-end traffic management. At the same time, increased demands—both in volume of traffic as well as for timely and accurate analysis of movement information—have stretched the capabilities of the existing system to their limit. The current systems do not provide the efficiency nor effectiveness required to provide global, end-to-end, best-value traffic management as envisioned in the MTMC strategic plan.

Examination of existing business processes and related information systems reveals that IBS and GFM have four major functional activities in common:

1. Forecasting and analysis
2. Solicitation and bids
3. Move management
4. Post-move reconciliation

C.1.3.3 Interfaces

Dependencies and data sharing exist between modules in the individual systems. Furthermore, IBS and GFM interface with numerous other applications in MTMC, with applications in other elements of DoD and the Government, and with applications owned by commercial entities (MTMC trading partners, such as shipping lines, and commercial financial institutes). Data sharing—ranging from direct push and pull of data to and from databases, through exchange of information via EDI and XML, to FAX and e-mail—is accomplished through a series of interfaces. (Attachment J-1 is a comprehensive list of the interfacing systems, including some under development or being considered for the future). The interfaces defined within the SOW are not to be considered all inclusive, new requirements may be requested by the appropriate entities that warrants the addition of new interfaces previously undefined. The STMS system will have to be flexible enough to accommodate for these new interface requirements.

C.1.3.4 IBS and GFM Users

Shipper and customer users of the present and future systems include the military services and interservice DoD components, such as DLA and the Defense Commissary Agency (DeCA) and commercial entities, such as transportation and shipping companies. Users are distributed at many locations within CONUS and OCONUS. Functionality is available 24 hours a day, 7 days a week, 365 days a year.

The systems can handle special military movements. For example, special requirements exist for movement of vehicles, such as tanks and outsized equipment, which have nonstandard dimensions for motor carriers, barges, and container vessels. In addition, special regulations for movement of ammunition and hazardous materials affect the assignment by systems of freight and cargo to particular routes and carriers.

The systems can also cope with transaction surges during military contingencies, such as war, or disasters necessitating the deployment of forces at home and overseas.

C.1.3.5 Future Capability

MTMC has determined that DoD transportation management requires substantially greater data gathering, analysis, and reporting capability than presently exists in IBS and GFM. Concurrently, the changing IT landscape will demand faster, more highly automated, and more readily available access to the relevant systems. Both these factors, combined with the need to achieve better efficiency and effectiveness with reduced funding, caused MTMC to

conclude that replacing the aging legacy systems with a modern, integrated STMS is the best way to maintain a world-class transportation management organization.

C.2.0 STMS Objectives (Philosophy)

MTMC is committed to working more proficiently to fulfill its mission and move toward a seamless organization by eliminating bureaucratic divisions and barriers. The STMS concept supports the long-term goals of the MTMC strategic plan and vision, as well as the objectives of USTRANSCOM for an integrated Defense Transportation System (DTS).

STMS provides MTMC with an unprecedented opportunity to improve on-time delivery and in-transit visibility performance within the DTS. With the installation of automated, field-level validation tools, MTMC will ensure that shippers provide all required documentation accurately and timely at origin, thus minimizing the opportunity for cargo to be frustrated at the transshipment nodes, as well as ensuring that Total Asset Visibility (TAV) is accurately established. Specifically, STMS shall provide automated edit checks to ensure all key critical elements are completed by the shipper/user. Key critical in-transit visibility (ITV)/total asset visibility (TAV) elements as defined by MTMC may include such things as: item description in common language, stock number, hazardous material documentation, customs documentation, and destination delivery reports. The required elements and workflows will be developed during the design period. The shipper/user will not be able to process the request unless data is complete.

Likewise, the deployment of automated event planning and execution tools will dramatically enhance MTMC's ability to plan and execute its movement control responsibilities. Specifically, STMS shall provide event management planning and execution to enable everyone in the transportation pipeline to view and manage proactively their transportation events. For example, if truck misses its 9 AM pickup, an exception alert is issued, and the shipper is able to order another truck and meet the 6 PM ocean sailing. If the carrier misses the delivery, the system will automatically notify the carrier of a mistake and the need for corrective action, if required.

The objectives of the investment in acquiring integrated STMS capabilities are as follows:

Reduce the risks associated with software systems that are at or beyond their useful life spans. The STMS will improve the tools used by the staff and managers to respond to customer and operational needs and legislative changes.

Provide timely access to more and better information for program managers, staff members, and service levels in processing transactions and requests.

Enhance management requirements and data integration for more informed decision-making.

Provide modern tools that allow the execution of operations in an effective and efficient manner.

Improve the capture, access, and sharing of information and increase the integration of processes to streamline operations and improve management control.

Improve transportation, contractual, and financial management information to provide for and strengthen decision-making capabilities that will enable executives, program managers, and financial managers to effectively carry out their designated missions.

Provide an IT environment and access to information that fosters employee professionalism, creativity, and excellence within MTMC and its customers' communities. By simplifying and speeding transaction processing, valuable human resources will be able to devote more time to analyzing and solving complex problems.

Upgrade the technology infrastructure to permit timely and reliable integration of and access to contract, transportation, financial, and performance information for use by program, budget, financial, and operational managers to gain greater interaction and result in better-informed decisions.

Enable MTMC to adopt best practices from industry and governmental experience, and implement commercial standards if desired.

C.3.0 Acquisition Approach

The acquisition approach is based on the goal of leveraging leading-edge commercial transportation management software capabilities through acquiring a service. MTMC will contract for an independent organization to acquire a commercial solution to MTMC's STMS requirements, integrate that solution in MTMC's IT environment (including software customization for limited Government-unique requirements), implement that integrated capability within MTMC, and then operate and maintain the service for MTMC. MTMC desires to maximize use of "best-of-breed" commercial transportation management software and limit customization to unique, unavoidable DoD requirements. MTMC generally desires to change business practices rather than customize the commercial solution.

The acquired service provider will help MTMC manage the risks associated with this project. The selected provider will assess the effectiveness of COTS software solutions in meeting new business processes, assist in change management for affected MTMC employees, and assume responsibility for continuing service performance.

C.3.1 Service Delivery

The final integrated service shall be delivered 365 calendar days after the start of the Base Period in four incremental deliveries as established by the approved milestone plan. Each delivery is a package of requirements (functional, technical, interface) that builds upon previous increments and completes one of the four process activities that make up the end-to-end surface transportation management process. Security and accreditation requirements shall be met before acceptance of the complete service.

C.3.2 Implementation

STMS service integration, testing, and implementation will occur in parallel with continuing legacy system operations. The provider will fully test each deliverable increment and demonstrate that it fulfills MTMC's requirements. Each delivery will build upon its predecessor, leading to full capability with the acceptance of the fourth delivery. After the fourth delivery, MTMC will test each increment upon delivery and perform progressive testing and test all four increments as an integral package upon delivery. Once accepted, the end-to-end service will be implemented within MTMC. Once implementation is complete, the legacy systems will be shut down.

C.3.3. Hosting Options

The MTMC acquisition concept allows for the provided service to be hosted either at MTMC facilities or off-site at a third-party location. For purposes of the chart, Development includes any contractor hardware required for contractor internal testing.

	Production	Development	COOP	Test
3rd Party	**Provided by the Contractor**	**Provided by the Contractor**	**Provided by the Contractor**	**Provided by the Contractor**
	Maintain by the Contractor	**Maintain By the Contractor**	**Maintain by the Contractor**	**Maintain by the Contractor**

	SA by the Contractor	**SA by the Contractor**	**SA by the Contractor**	**SA by the Contractor**
	Production	**Development**	**COOP**	**Test**
MTMC Hosted	**Provided by MTMC**	**Provided by SI**	**Provided by MTMC**	**Provided by MTMC**
	Maintain by the Contractor	**Maintain by the Contractor**	**Maintain by the Contractor**	**Maintain by the Contractor**
	SA by the Contractor	**SA by the Contractor**	**SA by the Contractor**	**SA by the Contractor**

Hosting the solution at a third-party location will not change MTMC expectations. The service provider will fulfill the same functional, technical, interface, and security and accreditation requirements as if hosted on MTMC premises. MTMC desires that offerors propose alternatives and cost estimates for both hosting arrangements (where applicable).

Under the MTMC hosting option, in order to pass program's from the contractor's system to MTMC production facility, contractor will need a minimum T-1 level connection to MTMC which meets security requirements stated elsewhere in the RFP

C.3.4. Incorporating Future Functionality

MTMC intends to build upon STMS service capabilities by incorporating the functionality of selected systems into the STMS service in the future. Consequently, the service provider must ensure the STMS solution is scalable and expandable. The list of systems anticipated for future incorporation is at C 4.16.

The government will exercise oversight of this contract by, among other methods, issuing Technical Letters of Instruction which will be delivered by the Contracting Officer's Representative (COR), or other Government Program Manager designee, to the cognizant successful offeror's Program Manager for STMS. These Technical Letters of Instruction will be the result of meetings and/or briefings between the successful offeror and the government. The Technical Letters of Instruction will direct additional (e.g. the integration of additional legacy systems into STMS) or corrective contractor actions within the scope of the contract. The contractor shall provide the Government COR or other person so designated by the Government STMS PM, a cost proposal within 2 days of Technical Letter of Instruction Receipt, which results in additional work under this contract.

C.3.5. Terms and Definitions

Applicable Terms and Definitions for this solicitation are provided at Attachment J-5.

C.3.6. Exit Transition.

An exit transition period of approximately 3 months should be reflected in plans required by this PWS in the event an option is not exercised, or at the end of the contract period. The exit transition will entail providing technical and functional advice and assistance to insure seamless transitioning from one contractor to another.

C.4.0 Performance Requirements

This solicitation expresses performance requirements in the following manner:

Each performance requirement may contain the three elements below. In each case, the elements taken together constitute a performance requirement.

Performance Objectives—are statements of the outcome or results expected of the contractor. Performance objectives specify what is to be done; they do not specify how it is to be done.

Performance Standards—are the targeted levels of required acceptable performance for determining the accomplishment of specified performance objectives.

Performance Measures—are the methods to be used by the Government to monitor or assess how well the contractor performs the specified objectives.

Use of Performance Measures and Standards

Not every performance objective in this solicitation has a related performance standard or measure. However, every performance objective is a contractual requirement. For those performance objectives that do not specify a performance standard or measure, the standard or measure is inferred to be in accordance with standard commercial practices (that is, it substantially complies with customary trade practice). When specified, performance standards and measures may be used to achieve a variety of goals, including the collection of data to test the practicality of a performance standard, the identification of a performance standard of less than 100 percent compliance, emphasis on the most critical performance objectives, the collection of data to support quality assurance and remedies (including the evaluation of past performance and for discussions at appropriate meetings), and other similar goals.

Preferred Applications for Contractor-Provided Information

Microsoft Office and Microsoft Project running under Windows 2000 are the applications for the submission of contractor-provided milestones, data, reports, plans, and documentation for STMS. They are the preferred applications for the creation, storage, and retrieval of most MTMC internal and contractor deliverable data and correspondence. The STMS provider–Government integrated process team (IPT) will establish future preferences for file formats and applications current with the MTMC operating system.

C.4.1 Project Management

Performance Objective No. 1. The contractor shall designate a single program manager (PM) and other key personnel responsible for the STMS service. Critical functions to be provided are comprehensive management supervision and oversight of the development, integration, implementation, and maintenance of the STMS service. The contractor shall designate an alternate PM, who shall assume responsibilities in the absence of the PM. Key personnel shall not be changed during the initial development/integration/implementation phase without approval by the Government.

Performance Objective No. 2. In partnership with the Government and Government-designated contractors, the contractor shall form and schedule regular meetings of an IPT to facilitate communication and expedite resolution of conflicts. Although the Government shall lead all IPT sessions, the Government and the contractor shall mutually make decisions.

Performance Objective No. 3. The contractor shall provide and maintain an STMS project management plan (PMP) over the life of the service.

Performance Standard:

Submission of an acceptable PMP to the Government within 30 calendar days of contract award, with subsequent notification to the Government for its agreement to any proposed change in the PMP.

Performance Measure:

Timely compliance and review of the PMP for acceptability.

Performance Objective No. 4. The contractor shall provide monthly progress and status reports.

Performance Standards:

1. Progress and status reports for each month delivered by the tenth calendar day of the next calendar month.

2. Reports recapitulate progress for the completed reporting period and summarize planned activities for the upcoming reporting period.

3. Reports identify problem areas, taken or planned resolution actions, or recommendations for corrective actions.

4. Reports recapitulate project costs (actual versus planned) to date and by tasks.

5. Once the STMS service is operational, reports include monthly operational availability, scheduled maintenance outage (historical for reporting month and projected for upcoming month), and unscheduled outages.

Performance Measure:

Report completeness and timely compliance 100 percent of the time.

Performance Objective No. 5. The contractor shall schedule and conduct quarterly in-process reviews (IPRs) for the Government that address management, software development, integration, implementation, scheduling, logistics, procurement, technical status, subcontracting, progress problems, and other appropriate topics**.**

Performance Standards:

1. Quarterly review agenda topics submitted at least one week before the scheduled IPR and the agenda agreed upon by the Government.

2. Read-ahead copies of proposed quarterly review briefings provided to the Government not later than two (2) working days before an IPR.

3. IPR attendance by service provider key personnel.

4. Meeting minutes recorded and provided not later than three (3) working days after each IPR.

Performance Measure:

Timely conduct of agreed-upon quarterly reviews as scheduled 100 percent of the time.

C.4.2 Attend and Conduct Meetings and Briefings

Performance Objective No. 6. The contractor shall attend and conduct briefings required by the Government. The Government shall approve read-ahead packages, including briefing charts, before briefings.

Performance Standards:

1. Technically and functionally qualified meeting representatives provided.

2. Meeting minutes recorded and provided not later than three (3) working days after each meeting.

3. Quarterly review agenda topics submitted at least one week before the scheduled meeting required by the Government and the agenda agreed upon by the Government.

4. Read-ahead copies of proposed quarterly review briefings provided to the Government not later than two (2) working days before an IPR.

5. IPR attendance by service provider key personnel.

6. Meeting minutes recorded and provided not later than three (3) working days after each IPR.

C.4.3 Discovery and Analysis; Design a Detailed Integrated STMS Solution

Performance Objective No. 7. The contractor shall provide detailed recommendations and alternatives for an STMS design solution to the Government for acceptance.

In performing discovery and analysis and designing a detailed integrated STMS solution, the contractor shall do the following:

7.1 Identify the COTS system functionality in meeting MTMC requirements (as detailed in Appendix J-2 and J-6) and further identify those requirements that will result in business process changes in the selected COTS system.

7.2 Identify and document non-COTS requirements and interfaces associated with the COTS package on the basis of MTMC business process change decisions and recommend business process changes for MTMC approval.

7.3 Analyze potential COTS, non-COTS, and Government off-the-shelf (GOTS) solutions for meeting MTMC's operational system and architectural requirements.

(Note: This requirement must entail concurrent research of the DTS to-be enterprise architecture; the Joint Technical Architecture (JTA); the DII COE; Section 508, Rehabilitation Act Amendments of 1998; and the MTMC IT environment.)

(Note. The Government desires to restrict use of non-COTS, GOTS augmentation to COTS solutions to those instances required to meet unique, unavoidable DoD requirements. The Government generally prefers to change business practices rather than customize the COTS solution.)

7.4 Identify and document data development and transition options, including the following:

7.4.1 All database requirements for support of the STMS service solution in development, test, production, and continuity of operations (COOP) environments

7.4.2 Migration of GFM and IBS historical and operational data into STMS

7.4.3 Migration of all user data, including methods of extracting, deriving, transforming, and loading historical and operational data from legacy systems to STMS.

7.4.4 Associated reference tables required to support STMS

7.4.5 Detailed system interface requirements with the MTMC staff and interfacing system proponents

7.4.6 Database COTS packages required to support the COTS application software procured for the STMS service

7.4.7 Maintenance costs to support STMS service, such as hardware, software, and training

7.4.8 Personnel required to support and maintain the databases.

7.5 Identify and document associated hardware and operating systems and network requirements, including the following:

7.5.1 Hardware, operating system, and network requirements to support recommended COTS packages and any other COTS, GOTS, and developed codes that are integrated into the STMS service in the development, test, production, and COOP environments defined at Attachment J-2.

7.5.2 Hardware, operating system, and network requirements for both host and client. Contractor will provide the minimum capabilities/specifications of platforms (production, development, COOP, and test) for MTMC hosted solutions for each of the four increments.

7.5.3 Personnel requirements for the operation and maintenance of the STMS service (hardware, applications, and operating systems)

7.5.4 Personnel requirements for the operation and maintenance of network and communications.

7.6 Identify and document all DTS to-be enterprise architecture, JTA, DII COE, and Public Key Enable (PKE) requirements to support the integrated STMS.

Performance Standard:

Detailed design changes, alternatives, schedule, and cost impact information presented within 30 calendar days of contract award for a decision by the Government.

Performance Measure:

Analytic review of documentation and its content for completeness and compliance.

C.4.4 Development, Test, and Evaluation Milestone Plan

Performance Objective No. 8. The contractor shall develop a milestone plan for the time-phased development, test, and evaluation of STMS in four increments as listed below and provide recommendations and alternatives to the Government for milestone plan acceptance. The contractor shall deliver the total STMS service no later than 365 days after contract award.

The Government estimates that Increments will be delivered either according to, or in less time than, the schedule detailed to the right of each individual increment listed below. Please note this schedule is depicted as Not to Exceed (NTE) days for each increment. The contractor's proposed delivery days can be earlier, but not later than, the days indicated.

The Government requires the development and delivery of fully integrated functionality according to the following increments.

· Increment 1 - bid and solicitation functionality, and technical requirements - Delivery NTE 120 days after the start of the Base Period.

· Increment 2 - movement management functionality - Delivery NTE 90 days after delivery of Increment 1.

· Increment 3 - forecasting and analysis functionality - Delivery NTE 90 days after delivery of Increment 2.

· Increment 4 - post-move reconciliation functionality, security and accreditation for complete service - Delivery NTE 60 days after delivery of Increment 3.

Each delivery shall include the interfaces that apply to its functionality and shall build on its predecessor so that full process functionality is achieved with delivery of increment 4.

For each increment the contractor will provide appropriate sections of the user manuals, training materials/software and system documentation.

The Contractor will work closely with the government IV&V contractor prior to delivery of the increment to ensure the IV&V contractor is aware of specific functionality to be contained in each module and to enable preparation of

test conditions in sufficient time for government testing. Mechanism for such process will be mutually agreed upon between the contractor and the government.

In developing and providing the milestone plan, the contractor shall:

Provide a detailed milestone plan to develop, integrate, and test all STMS hardware, software, and communications components.

8.1 Include the schedule and approach for COTS component acquisitions, non-COTS development, component integration, test and evaluation of identified STMS functionality and capabilities by increment, organizations and systems participating in testing, identification of locations and resources to support development, integration and testing, and the impact of system interface agreements.

Identify by STMS deliverable increments any changes required for file conversions and changes, if needed, to interfacing systems.

Address all STMS environments (development, test, production, and COOP) for host and client sides and changes to systems external to STMS that are required to achieve STMS full functionality.

Coordinate interface requirements and milestone planning with MTMC designated proponents of interfacing systems.

Performance Standard:

Development, test, and evaluation milestone plan, acceptable to the Government and meeting overall STMS PMP milestones, submitted within 30 calendar days of contract award.

Performance Measure:

Analytic review of documentation and its content for completeness and compliance.

C.4.5 Execution of Plan for Development, Test, Evaluation, and Accreditation of STMS

Performance Objective No. 9. The contractor shall execute STMS development with test and evaluation of a service in accordance with planned milestones and in coordination with the IPT. The provided service shall fulfill the functional, technical, interfacing, and security and accreditation requirements detailed for STMS in Attachment J-2.

Performance Standard:

1. STMS services shall comply 100 percent with Government-approved requirements before acceptance by the Government. This performance standard applies equally to the specified functional, technical, security and accreditation, and interface requirements

2. Meeting specified time lines established in the development, test, evaluation, and accreditation milestone plan.

Performance Measure:

Periodic observation, reports, and IPRs to assess timely compliance.

C.4.6 Conduct Test and Evaluation

Performance Objective No. 10. The contractor shall apply the following test and evaluation requirements to COTS, GOTS, and non-COTS codes during the development and sustainment phases of STMS life-cycle management:

10.1 System Integrator (SI)/Service Provider Testing. Conduct increment and program testing in accordance with commercial standards and best practices to ensure that the STMS service meets all functional and technical interfacing requirements and that it is compatible with MTMC's technical environment.

10.2 Controlled Test. Conduct testing on a platform with controlled information.

10.2.1 Provide technical and functional support during each controlled test on the target platform. Upon delivery of each increment, the contractor and the Government will conduct controlled tests with Government system end-users participating. (The location for testing is to be determined by mutual agreement.)

10.2.2 Make software corrections as needed and present them to the Government for approval; schedule and conduct retesting.

The contractor will be responsible for providing training on the system to the end users to support test and evaluation.

10.3 Operational Test. Using live data, provide technical and functional support for each operational test conducted by the Government on the production platform (the location for testing is to be determined by mutual agreement). The contractor will be responsible for providing training on the system to the end users.

10.4 The Government will test and approve/reject each of the first three increments within 20 calendar days, and for the fourth increment, within 60 days, of delivery by contractor. Independent Validation and Verification will be conducted by the Government as part of it's test and acceptance procedures for all increments.

10.5 The 20 and 60 calendar day test periods start when the software is installed and operational for testing on the designated test platforms. Major deficiencies in the software which would prevent completion of testing or significant rework or retesting will result in a readjustment of the acceptance period.

Performance Standard:

Test and evaluation conducted in accordance with Government approved SI test and evaluation plans.

Performance Measure:

Periodic observation of testing, review of results, and contractor compliance with testing requirements.

C.4.7 Development and Execution of an Implementation and Transition Plan for STMS

Performance Objective No. 11. The contractor shall provide a milestone plan that balances program risk, enhances maximum functionality early in the life cycle of STMS, and minimizes concurrent resource demands on the Government. The implementation and transition plan must address any requirement for parallel operations of STMS, GFM, and IBS until transition to STMS is fully completed.

11.1 Develop a milestone plan for STMS operational cutover and GFM/IBS shutdown in coordination with the Government.

11.2 Prepare an implementation schedule that provides for an effective and efficient deployment of STMS service.

11.3 Obtain Government acceptance of the implementation and transition plan.

11.4 Execute the plan for implementing and transitioning to contractor-provided
STMS service.

Performance Standard:

STMS service, acceptable to the Government, that meets the scheduled milestones of the implementation and transition plan.

Performance Measure:

Review of documentation, compliance with plan requirements, and STMS service acceptable to the Government.

C.4.8 Customer Assistance, Support, and Training

Performance Objective No. 12. The contractor shall provide customer assistance and support worldwide support of the STMS, twenty-four (24) hours a day, seven (7) days a week. The contractor shall execute procedures for supporting the MTMC Consolidated Call Center's standard operating procedures (SOPs) at URL http://www.mtmc.army.mil/frontDoor/0,1383,OID=5--30---,00.html

The following tasks apply to CONUS and OCONUS customer assistance support:

12.1 Provide detailed STMS training to MTMC Consolidated Call Center personnel.

12.2 Establish a liaison capability supporting the MTMC Consolidated Call Center in assisting customers and answering questions concerning STMS operations. (Note: The liaison does not have to be a person on-site at MTMC.)

12.3 Resolve trouble calls referred by the MTMC Consolidated Help Desk in accordance with current MTMC Consolidated Call Center SOPs.

12.4 Provide the Government representative with a weekly analysis of users' calls, identifying customer assistance problems, trends, and recommendations for improvement.

12.5 Make site visits to STMS CONUS and OCONUS users as directed by the Government and prepare an after-action report within five (5) working days of each site visit.

Performance Standard:

Daily and weekly compliance across customer organizations.

Performance Measure:

Periodic observation and customer satisfaction surveys.

Performance Objective No. 13. The contractor shall develop and execute a plan for training all initial users of the STMS service. The plan shall also consider and provide recommended methods for satisfying follow-on user training during the STMS operational period.

13.1 Conduct an evaluation study concerning potential training methods, including traditional classroom instruction, computer-based training alternatives, and other methods suitable to the environment and populations to be trained. Provide study results and recommended a training method to the Government.

Provide required training material in the appropriate medium (or media).

Performance Standard:

A training plan acceptable to the Government.

Conduct user training as coordinated with STMS end-user organizations at designated Government locations.

(Note: The Government will identify all end-users and personnel requiring training and provide names, organizations, locations, and contact information.)

Performance Standard:

One hundred (100) percent of designated users and sustainment support personnel have received training, as required of them by the Government, before full implementation of the STMS service.

Performance Measure:

Random monitoring of conducted training to determine compliance.

C.4.9 Measurement of Customer Satisfaction

Performance Objective No. 14. The contractor shall provide a plan for measuring customer satisfaction (such as customer surveys or other reporting media) to be used for adjusting levels of service. The contractor shall execute the approved plan and adjust service to resolve identified shortfalls.

Performance Standards:

1. Government acceptance of a plan for measuring customer satisfaction.

2. Execution of the plan and periodic reporting to the Government of results and planned (and conducted) actions to deal with customer responses.

Performance Measure:

Periodic monitoring to assess results and the completion of planned actions.

C.4.10 Maintain all STMS Software, Hardware, and Telecommunication Components

Performance Objective No. 15. The contractor shall maintain STMS service by incorporating, testing, and deploying functional, technical, and interface changes in accordance with the contractor's configuration management plan. Changes include those to STMS hardware, software, and security and other system upgrades for continuous functionality enhancements and technology refreshments. The contractor will be responsible for installing software upgrades (government furnished equipment) or providing an upgraded test environment (contractor furnished equipment) for IV&V and operational testing of system functionality changes and upgrades.

The Contractor will maintain and update user manuals, training materials/software, and system documentation as required to keep pace with changes to STMS and provide such materials at such time as changes become available for testing.

If hardware is government furnished, the contractor will identify to the government any hardware upgrade requirements at least 120 days in advance of required operational date to allow sufficient time for procurement/installation and test.

Once software enhancements are approved by the government, contractor will keep government testers (IV&V) informed as to the progress and details of the change to allow for development of test conditions. Mechanism for such process will be mutually agreed upon between the contractor and the government.

15.1 Identify and document upgrades and changes to all STMS components, including COOP.

15.2 Test and deploy configuration changes in accordance with configuration control and test procedures.

15.3 Participate in Government-sponsored configuration control boards and provide impact assessments for proposed STMS configuration changes.

15.4 Provide all STMS system administration and technical support required to meet service operational availability objectives.

15.5 Refresh technology to maintain a modern, cost-effective delivery of STMS services.

15.6 Maintain STMS to meet all information assurance requirements as specified elsewhere in this statement of work.

Performance Standards:

1. Notification to the Government of commercial component (COTS) upgrades within 30 calendar days of the product release.

2. An SMTS upgrade plan provided within 45 calendar days after the release of commercial component (COTS) upgrades.

3. Upgrades integrated/implemented within STMS in accordance with approved upgrade plan.

Performance Measures:

1. Review of the upgrade plan for completeness and timely compliance.

2. Executed upgrades that cause no degradation (do no harm) to the existing service.

3. Periodic monitoring to assess upgrades and their implementation in accordance with upgrade plans.

C.4.11 Change Management

Performance Objective No. 16. The contractor shall provide and execute a change management plan that supports cultural change issues, identifies techniques for managing changes, addresses awareness of roles and responsibilities under a Government-contractor partnership, and emphasizes increased awareness of STMS service benefits for the MTMC staff.

Performance Standard:

Government approval of the proposed change management plan within 60 calendar days of contract award and execution of the approved plan.

Performance Measurement:

Periodic monitoring of the approved plan's implementation.

C.4.12 Information Assurance Plan

Performance Objective No. 17. The contractor shall provide an information assurance plan for attaining STMS certification and accreditation and for maintaining STMS service that meets all information assurance requirements.

Performance Standard:

Government approval of the proposed information assurance management plan within 60 calendar days of contract award. Execute the approved plan.

Performance Measurement:

Successful certification and accreditation of the STMS service before the scheduled service implementation.

C.4.13 Provide STMS Service; Maintain Operational Availability

Performance Objective No. 18. The contractor shall provide STMS service meeting Government requirements as specified in Attachment J-2. The contractor shall maintain STMS service operational availability 24 hours a day, 7 days a week, 365 days a year. (Note: The Government recognizes that the service provider cannot control non-STMS network and communications outages. The availability objective applies to service at the provider node connecting the service to the Internet and the Defense Information Switching Network, DISN.)

18.1 STMS service shall meet operational and availability requirements of carriers, Government users, and customers worldwide 24 hours a day, 7 days a week, 365 days a year.

18.2 Scheduled maintenance outages shall be coordinated with the Government to minimize the impact on users.

18.3 Scheduled maintenance resulting in service outage from the production STMS shall not exceed 4 hours per month.

18.4 Problem resolution or unscheduled maintenance resulting in service outage from the production STMS shall not exceed 4 hours per month.

18.5 Operational availability statistics shall be included in monthly reports (performance objective number 4 above). Availability reporting shall include monthly operational availability, scheduled maintenance outage (historical for reporting month and projected for upcoming month), and unscheduled outages.

Performance Standards:

1. Operational availability meeting performance objective. Monthly scheduled and unscheduled maintenance outage is not cumulative. Maximum acceptable outage of production STMS is 4 hours per month.

2. Availability reporting is accurate and timely 100 percent of the time.

3. Contractor research on differences between contractor reports and user reports when requested by the Government; explanation for differences acceptable to the Government.

Performance Measurement:

Scheduled reports on service operational rates and outage reports from users.

C.4.14 Implement and Maintain a COOP Plan and Implementing Capability

Performance Objective No. 19**.** The contractor shall implement and maintain a COOP plan and an implementing capability at a location approved by the Government.

19.1 Develop and obtain Government approval of the COOP plan.

19.1.1 The COOP plan shall provide for upgrades and changes to maintain COOP capability equivalence to the production platform.

19.1.2. Maintain the plan over the life of the service.

19.2 Implement and periodically test the COOP system in accordance with the approved plan.

19.2.1 The COOP system shall consist of servers equivalent to the production system, sized to support the same surge requirements as the production STMS.

19.2.2 Operate the COOP annually for one week to demonstrate its capability to meet COOP requirements. Coordinate scheduled operation in sufficient time for the Government to observe or monitor the switchover.

Performance Standards:

1. A plan accepted by the Government.

2. A COOP system that will enable continuous operations with full functionality.

3. During unscheduled primary STMS outage, full COOP functionality achieved within one (1) hour after loss of the production system. For scheduled primary outage, switchover from the production system transparent to the user.

Performance Measurement:

Periodic review of COOP plan and selective observation of scheduled COOP system testing.

C.4.15 Backup and Emergency Restoration System

Performance Objective No. 20. The contractor shall provide a backup and emergency restoration capability in accordance with guidelines provided in MTMC's IM Contingency/ Emergency Management Handbook. This handbook may be viewed at in the STMS Technical Library. See Section L.4 for guidance on how to do this.

Performance Standards:

A backup and emergency restoration system, acceptable to the Government, which satisfies handbook guidelines.

Performance Measurement:

Periodic observation of the system and compliance with handbook guidelines.

C.4.16 Future STMS Functionality

Performance Objective No. 21. The contractor shall provide an STMS service sufficiently expansible and scalable to incorporate Government-designated select functionality at a point in the future. System functionalities that have been identified for future incorporation into STMS include but are not limited to: the Worldwide Port System (WPS-E); the Integrated Computerized Deployment System (ICODES); the Ammunition Port Automated Network (APAN); and Saudi Customs Software.

21.1 Select STMS solutions with a view toward requirement to incorporate additional functionality.

21.2 Gather data from the Government sufficient to gain an understanding of the requirements to incorporate future functionality into the STMS service.

21.3 Conduct and update planning sufficient to incorporate designate functionality within timelines required by the Government.

21.4 A single designated functionality incorporated in STMS service within a proposed number of days of a notice to proceed.

21.5 Multiple designated functionalities incorporated in STMS service within a proposed number of days of a notice to proceed.

21.6 Increased functionality that causes no degradation (does no harm) to existing services.

Performance Measure

Service provider review of designated functionalities before their incorporation in STMS, incorporation within guideline date, and approval by the Government before providing the increased service functionality to end-users.

C.4.17 Service Transaction History

Performance Objective No. 22. The contractor shall maintain a transaction-level history of all operational service provided to the Government. At the completion of the contract, the contractor shall provide the transaction history and all developed code in a format acceptable to the Government.

Performance Standard:

Incorporation of the provision to maintain historical data in the contractor's PMP (performance objective 3 above).

Maintenance of historical data at the transaction-level of service provided in a manner such that data are accessible, available, and understandable by the Government.

Submission of the data, in a manner and form acceptable to the Government, within 30 days of completion of the contract.

Performance Measure:

Acceptance of the PMP. Periodic review of historical data maintained by the contractor. Receipt of acceptable data upon completion of the contract.

C.5. **List of Deliverables**

STMS Service
List of Service Provider Deliverables

PARA NO.	APPLICABLE PHASE		DELIVERABLE	SUSPENSE
	DEVELOP/INTEGRATE/ IMPLEMENT	SERVICE		
C.4.1	√		Program Management Plan	Within 30 calendar days of contract award
C.4.1	√	√	Monthly Progress and Status Report	10th calendar day of each subsequent month
C.4.1	√	√	Quarterly In-process Review (IPR) Agenda	5 working days prior to scheduled IPR
C.4.1	√	√	Quarterly IPR Readahead	2 working days prior to scheduled IPR
C.4.1	√	√	Quarterly IPR Session Minutes	3 working days after IPR
C.4.2	√	√	Scheduled Meeting Agenda	5 working days prior to scheduled meeting

C.4.2	√	√	Scheduled Meeting Readahead and Briefing Slides	2 working days prior to scheduled meeting
C.4.2	√	√	Scheduled Meeting Session Minutes	3 working days after meeting
C.4.3	√	√	Detailed Designs, Recommendations, Changes, Alternatives, Schedule and Cost Impact Integrated STMS Solution	30 calendar days after contract award and as required by the Government thereafter
C.4.4	√	√	Development, Test, and Evaluation Milestone Plan	Within 30 calendar days after contract award and within 5 calendar days after release of each major increment of code
C.4.5	√	√	Software Requirements Specifications	Within 30 calendar days prior to end of basic contract year and with each major release thereafter
C.4.5	√	√	Database Design Description	Within 30 calendar days prior to end of basis contract year and with each major software release thereafter
C.4.5	√	√	Entity Relational Diagram	Within 30 calendar days prior to end of basis contract year and with each major release thereafter
C.4.5	√	√	Interface Requirements Specifications	As required by the Government
C.4.6	√	√	Detailed Test Design, Scripts, and Test Results	Within 5 working days prior to the release of each increment of code

PARA NO.	APPLICABLE PHASE		DELIVERABLE	SUSPENSE
	DEVELOP/INTEGRATE/ IMPLEMENT	SERVICE		
C.4.7	√		STMS Implementation and Transition Plan	Within 60 calendar days of contract award
C.4.7	√	√	Software Installation Plan for MTMC Hosted Code	15 calendar days prior to the release of code to the Government
C.4.8	√	√	Weekly analysis of Trouble Calls Referred by the MTMC Consolidated Help Desk	By noon each Monday for the preceding week
C.4.8	√		STMS Training Plan, Materiel, and User Manual	Two weeks prior to the start of training
C.4.8		√	STMS Sustainment Training, Materiel and User Manual	Two weeks prior to the start of training
C.4.9	√		Customer Satisfaction Measurement Plan	Within 30 calendar days prior to end of contract

C.4.9		√	Report of Customer Satisfaction Measurement Results	Quarterly based on Customer Satisfaction Measurement Plan
C.4.10	√		Configuration Management Plan	Within 30 calendar days of contract award
C.4.10	√	√	Software Version Description and Release Notes	Within 2 working days prior to the release of each increment of code or major release
C.4.10		√	Notification of Commercial Component Upgrade	Within 30 calendar days after commercial product release and STMS Component Upgrade Plan
C.4.10		√	Notification of Integrate/Implement of Component Upgrade	Within 45 calendar days after commercial product release and STMS Component Upgrade Plan
C.4.11	√		Change Management Plan	Within 60 calendar days of contract award
C.4.12	√	√	Information Assurance Plan/System Security Authorization Agreement to Include Appendix F	30 calendar days prior to implementation
C.4.12	√	√	Automated Information System Security Plan	30 calendar days prior to implementation
C.4.14	√	√	Continuity of Operations Plan (COOP)	30 calendar days prior to the end of the contract
C.4.14		√	Annual COOP Test/Operation	As coordinated with the Government and the STMS COOP Plan
C.4.14	√	√	Concept of Operations Plan	30 calendar days prior to implementation
C.4.14	√	√	Disaster Recovery Plan	15 calendar days prior to implement
C.4.15	√	√	Emergency Backup and Restoration Capability	30 calendar days prior to the end of the contract
C.4.16		√	Designated Future Functionality Plan	As required by the Government
C.4.17		√	Provide Transaction-Level History of Services and All STMS Developed Code	Within 30 calendar days of contract completion or termination

INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	Destination	Government	Destination	Government
0002	Destination	Government	Destination	Government
0003	Destination	Government	Destination	Government
0004	Destination	Government	Destination	Government
0005	Destination	Government	Destination	Government
0006	Destination	Government	Destination	Government
1001	Destination	Government	Destination	Government
1002	Destination	Government	Destination	Government
1003	Destination	Government	Destination	Government
1004	Destination	Government	Destination	Government
1005	Destination	Government	Destination	Government
2001	Destination	Government	Destination	Government
2002	Destination	Government	Destination	Government
2003	Destination	Government	Destination	Government
2004	Destination	Government	Destination	Government
2005	Destination	Government	Destination	Government
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5004	Destination	Government	Destination	Government
5005	Destination	Government	Destination	Government
6001	Destination	Government	Destination	Government
6002	Destination	Government	Destination	Government
6003	Destination	Government	Destination	Government
6004	Destination	Government	Destination	Government
6005	Destination	Government	Destination	Government
7001	Destination	Government	Destination	Government
7002	Destination	Government	Destination	Government
7003	Destination	Government	Destination	Government
7004	Destination	Government	Destination	Government
7005	Destination	Government	Destination	Government
8001	Destination	Government	Destination	Government
8002	Destination	Government	Destination	Government
8003	Destination	Government	Destination	Government

8004	Destination	Government	Destination	Government
8005	Destination	Government	Destination	Government

CLAUSES INCORPORATED BY REFERENCE

52.246-4	Inspection Of Services--Fixed Price	AUG 1996
52.246-6	Inspection--Time-And-Material And Labor-Hour	MAY 2001
52.246-15	Certificate of Conformance	APR 1984
252.246-7000	Material Inspection And Receiving Report	DEC 1991

DELIVERY INFORMATION

CLIN	DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
0001	POP 14-FEB-2003 TO 13-FEB-2004	N/A	DCS FOR INFORMATION MANAGEMENT DIANNE M. CONSTABLE MILITARY TRAFFIC MANAGEMENT COMMAND 200 STOVALL ST ALEXANDRIA VA 22332-5000 703-428-3431 FOB: Destination	W81GYE
0002	POP 14-FEB-2003 TO 13-FEB-2004	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
0003	POP 14-FEB-2003 TO 13-FEB-2004	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
0004	POP 14-FEB-2003 TO 13-FEB-2004	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
0005	POP 14-FEB-2003 TO 13-FEB-2004	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
0006	POP 14-FEB-2003 TO 13-FEB-2004	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
1001	POP 14-FEB-2004 TO 13-FEB-2005	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
1002	POP 14-FEB-2004 TO 13-FEB-2005	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
1003	POP 14-FEB-2004 TO 13-FEB-2005	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
1004	POP 14-FEB-2004 TO 13-FEB-2005	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
1005	POP 14-FEB-2004 TO 13-FEB-2005	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
2001	POP 14-FEB-2005 TO 13-FEB-2006	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
2002	POP 14-FEB-2005 TO 13-FEB-2006	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE

2003	POP 14-FEB-2005 TO 13-FEB-2006	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
2004	POP 14-FEB-2005 TO 13-FEB-2006	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
2005	POP 14-FEB-2005 TO 13-FEB-2006	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
3001	POP 15-FEB-2006 TO 14-FEB-2007	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
3002	POP 14-FEB-2006 TO 13-FEB-2007	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
3003	POP 14-FEB-2006 TO 13-FEB-2007	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
3004	POP 14-FEB-2006 TO 13-FEB-2007	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
3005	POP 14-FEB-2006 TO 13-FEB-2007	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
4001	POP 15-FEB-2007 TO 14-FEB-2008	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
4002	POP 14-FEB-2007 TO 13-FEB-2008	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
4003	POP 14-FEB-2007 TO 13-FEB-2008	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
4004	POP 15-FEB-2007 TO 14-FEB-2008	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
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5001	POP 14-FEB-2008 TO 13-FEB-2009	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
5002	POP 14-FEB-2008 TO 13-FEB-2009	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
5003	POP 14-FEB-2008 TO 13-FEB-2009	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
5004	POP 14-FEB-2008 TO 13-FEB-2009	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
5005	POP 14-FEB-2008 TO 13-FEB-2009	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE

6001	POP 14-FEB-2009 TO 13-FEB-2010	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
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6003	POP 14-FEB-2009 TO 13-FEB-2010	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
6004	POP 14-FEB-2009 TO 13-FEB-2010	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
6005	POP 14-FEB-2009 TO 13-FEB-2010	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
7001	POP 14-FEB-2010 TO 13-FEB-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
7002	POP 14-FEB-2010 TO 13-FEB-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
7003	POP 14-FEB-2010 TO 13-FEB-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
7004	POP 14-FEB-2010 TO 13-JAN-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
7005	POP 14-FEB-2010 TO 13-JAN-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
8001	POP 14-FEB-2011 TO 13-FEB-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
8002	POP 14-FEB-2011 TO 13-FEB-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
8003	POP 14-FEB-2011 TO 13-FEB-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
8004	POP 14-FEB-2011 TO 13-FEB-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
8005	POP 14-FEB-2011 TO 13-FEB-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE

CLAUSES INCORPORATED BY REFERENCE

52.242-15	Stop-Work Order	AUG 1989
52.242-15 Alt I	Stop-Work Order (Aug 1989) - Alternate I	APR 1984
52.242-17	Government Delay Of Work	APR 1984
52.247-34	F.O.B. Destination	NOV 1991
52.247-55	F.O.B. Point For Delivery Of Government-Furnished Property	APR 1984

ACCOUNTING AND APPROPRIATION DATA

AA: 97X4930.FD30 3 E3 35 7780 TTTM0000000 8400 252B W81GYE30100003 389900
AMOUNT: $1,900,000.00

AB: 97X4930.FD30 3 E3 35 7780 TTTV0000000 8400 252B W81GYE30100003 389900
AMOUNT: $1,900,000.00

AC: 97X4930.FD30 3 E3 35 7780 TTTV0000000 8400 31EG W81GYE30100003 389900
AMOUNT: $3,980,000.00

AD: 97X4930.FD30 3 E3 35 7780 TTTM0000000 8400 31EG W81GYE30100003 389900
AMOUNT: $3,500,000.00

AE: 97X4930.FD30 3 E3 35 7780 TTTZ0000000 8400 31EG W81GYE30100003 389900
AMOUNT: $500,000.00

AF: 97X4930.FD30 3 E3 35 7780 TTTV0000000 8400 31E4 W81GYE30100003 389900
AMOUNT: $2,009,000.00

AG: 97X4930.FD30 3 E3 35 7780 TTTM0000000 8400 31E4 W81GYE30100003 389900
AMOUNT: $1,000,000.00

AH: 97X4930.FD30 3 E3 35 7780 TTTZ0000000 8400 31E4 W81GYE30100003 389900
AMOUNT: $645,020.00

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252.242-7000 POSTAWARD CONFERENCE (DEC 1991)

The Contractor agrees to attend any postaward conference convened by the contracting activity or contract administration office in accordance with Federal Acquisition Regulation subpart 42.5.

(End of clause)

Section I - Contract Clauses

CLAUSES INCORPORATED BY REFERENCE

52.202-1	Definitions	DEC 2001
52.203-3	Gratuities	APR 1984
52.203-5	Covenant Against Contingent Fees	APR 1984
52.203-6	Restrictions On Subcontractor Sales To The Government	JUL 1995
52.203-7	Anti-Kickback Procedures	JUL 1995
52.203-8	Cancellation, Rescission, and Recovery of Funds for Illegal or Improper Activity	JAN 1997
52.203-10	Price Or Fee Adjustment For Illegal Or Improper Activity	JAN 1997
52.203-12	Limitation On Payments To Influence Certain Federal Transactions	JUN 1997
52.204-4	Printed or Copied Double-Sided on Recycled Paper	AUG 2000
52.209-6	Protecting the Government's Interest When Subcontracting With Contractors Debarred, Suspended, or Proposed for Debarment	JUL 1995
52.215-2	Audit and Records--Negotiation	JUN 1999
52.215-8	Order of Precedence--Uniform Contract Format	OCT 1997
52.215-15	Pension Adjustments and Asset Reversions	DEC 1998
52.215-17	Waiver of Facilities Capital Cost of Money	OCT 1997
52.215-18	Reversion or Adjustment of Plans for Postretirement Benefits (PRB) Other than Pensions	OCT 1997
52.215-19	Notification of Ownership Changes	OCT 1997
52.215-20	Requirements for Cost or Pricing Data or Information Other Than Cost or Pricing Data	OCT 1997
52.215-21	Requirements for Cost or Pricing Data or Information Other Than Cost or Pricing Data--Modifications	OCT 1997
52.219-8	Utilization of Small Business Concerns	OCT 2000
52.219-9	Small Business Subcontracting Plan	JAN 2002
52.219-9 Alt II	Small Business Subcontracting Plan (Jan 2002) Alternate II	OCT 2001
52.219-16	Liquidated Damages-Subcontracting Plan	JAN 1999
52.219-22	Small Disadvantaged Business Status	OCT 1999
52.219-23	Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns	MAY 2001
52.219-25	Small Disadvantaged Business Participation Program--Disadvantaged Status and Reporting	OCT 1999
52.222-1	Notice To The Government Of Labor Disputes	FEB 1997
52.222-3	Convict Labor	AUG 1996
52.222-21	Prohibition Of Segregated Facilities	FEB 1999
52.222-25	Affirmative Action Compliance	APR 1984
52.222-35	Equal Opportunity For Special Disabled Veterans, Veterans of the Vietnam Era and Other Eligible Veterans	DEC 2001
52.222-36	Affirmative Action For Workers With Disabilities	JUN 1998
52.222-37	Employment Reports On Special Disabled Veterans, Veterans Of The Vietnam Era, and Other Eligible Veterans	DEC 2001
52.223-6	Drug Free Workplace	MAY 2001
52.223-14	Toxic Chemical Release Reporting	OCT 2000
52.225-13	Restrictions on Certain Foreign Purchases	JUL 2000
52.226-1	Utilization Of Indian Organizations And Indian-Owned Economic Enterprises	JUN 2000
52.227-1	Authorization and Consent	JUL 1995

52.227-2	Notice And Assistance Regarding Patent And Copyright Infringement	AUG 1996
52.227-3	Patent Indemnity	APR 1984
52.228-5	Insurance - Work On A Government Installation	JAN 1997
52.229-3	Federal, State And Local Taxes	JAN 1991
52.229-5	Taxes--Contracts Performed In U S Possessions Or Puerto Rico	APR 1984
52.230-3	Disclosure And Consistency Of Cost Accounting Practices	APR 1998
52.232-1	Payments	APR 1984
52.232-7 Alt I	Payments Under Time-And-Materials And Labor Hour Contracts (Feb 2002) - Alternate I	MAR 2000
52.232-8	Discounts For Prompt Payment	FEB 2002
52.232-9	Limitation On Withholding Of Payments	APR 1984
52.232-11	Extras	APR 1984
52.232-17	Interest	JUN 1996
52.232-23 Alt I	Assignment of Claims (Jan 1986) - Alternate I	APR 1984
52.232-25 Alt I	Prompt Payment (Feb 2002) Alternate I	FEB 2002
52.232-33	Payment by Electronic Funds Transfer--Central Contractor Registration	MAY 1999
52.233-1	Disputes	JUL 2002
52.233-1 Alt I	Disputes (Jul 2002) - Alternate I	DEC 1991
52.233-3	Protest After Award	AUG 1996
52.237-2	Protection Of Government Buildings, Equipment, And Vegetation	APR 1984
52.237-3	Continuity Of Services	JAN 1991
52.237-10	Identification of Uncompensated Overtime	OCT 1997
52.242-1	Notice of Intent to Disallow Costs	APR 1984
52.242-13	Bankruptcy	JUL 1995
52.243-1 Alt I	Changes--Fixed Price (Aug 1987) - Alternate I	APR 1984
52.243-1 Alt III	Changes--Fixed Price (Aug 1987) - Alternate III	APR 1984
52.243-7	Notification Of Changes	APR 1984
52.244-2 Alt I	Subcontracts (Aug 1998) - Alternate I	AUG 1998
52.244-5	Competition In Subcontracting	DEC 1996
52.244-6	Subcontracts for Commercial Items	MAY 2002
52.245-2	Government Property (Fixed Price Contracts)	DEC 1989
52.245-4	Government-Furnished Property (Short Form)	APR 1984
52.245-5	Government Property (Cost-Reimbursement Time-And-Materials, Or Labor Hour Contracts)	JAN 1986
52.245-5 Alt I	Government Property (Cost-Reimbursement, Time-and-Material, Or Labor-Hour Contracts) (Jan 1996) Alternate I	JUL 1985
52.246-25	Limitation Of Liability--Services	FEB 1997
52.247-1	Commercial Bill Of Lading Notations	APR 1984
52.247-67	Submission Of Commercial Transportation Bills To The General Services Administration For Audit	JUN 1997
52.248-1	Value Engineering	FEB 2000
52.249-2	Termination For Convenience Of The Government (Fixed-Price)	SEP 1996
52.249-8	Default (Fixed-Price Supply & Service)	APR 1984
52.249-14	Excusable Delays	APR 1984
52.252-2	Clauses Incorporated By Reference	FEB 1998
52.252-6	Authorized Deviations In Clauses	APR 1984
52.253-1	Computer Generated Forms	JAN 1991
252.201-7000	Contracting Officer's Representative	DEC 1991
252.203-7001	Prohibition On Persons Convicted of Fraud or Other Defense-Contract-Related Felonies	MAR 1999

252.204-7000	Disclosure Of Information	DEC 1991
252.204-7003	Control Of Government Personnel Work Product	APR 1992
252.204-7004	Required Central Contractor Registration	NOV 2001
252.205-7000	Provisions Of Information To Cooperative Agreement Holders	DEC 1991
252.209-7000	Acquisition From Subcontractors Subject To On-Site Inspection Under The Intermediate Range Nuclear Forces (INF) Treaty	NOV 1995
252.209-7004	Subcontracting With Firms That Are Owned or Controlled By The Government of a Terrorist Country	MAR 1998
252.215-7000	Pricing Adjustments	DEC 1991
252.219-7003	Small, Small Disadvantaged and Women-Owned Small Business Subcontracting Plan (DOD Contracts)	APR 1996
252.223-7004	Drug Free Work Force	SEP 1988
252.225-7001	Buy American Act And Balance Of Payments Program	MAR 1998
252.225-7002	Qualifying Country Sources As Subcontractors	DEC 1991
252.225-7009	Duty-Free Entry--Qualifying Country Supplies (End Products and Components)	AUG 2000
252.225-7012	Preference For Certain Domestic Commodities	APR 2002
252.225-7026	Reporting Of Contract Performance Outside The United States	JUN 2000
252.225-7031	Secondary Arab Boycott Of Israel	JUN 1992
252.226-7001	Utilization of Indian Organizations and Indian-Owned Economic Enterprises--DoD Contracts	SEP 2001
252.227-7013	Rights in Technical Data--Noncommercial Items	NOV 1995
252.227-7015	Technical Data--Commercial Items	NOV 1995
252.227-7016	Rights in Bid or Proposal Information	JUN 1995
252.227-7017	Identification and Assertion of Use, Release, or Disclosure Restrictions	JUN 1995
252.227-7036	Declaration of Technical Data Conformity	JAN 1997
252.227-7037	Validation of Restrictive Markings on Technical Data	SEP 1999
252.231-7000	Supplemental Cost Principles	DEC 1991
252.239-7000	Protection Against Compromising Emanations	DEC 1991
252.242-7004	Material Management And Accounting System	DEC 2000
252.243-7001	Pricing Of Contract Modifications	DEC 1991
252.243-7002	Requests for Equitable Adjustment	MAR 1998
252.244-7000	Subcontracts for Commercial Items and Commercial Components (DoD Contracts)	MAR 2000
252.245-7001	Reports Of Government Property	MAY 1994
252.247-7023	Transportation of Supplies by Sea	MAY 2002
252.247-7023 Alt I	Transportation of Supplies by Sea(May 2002) Alternate I	MAR 2000
252.247-7024	Notification Of Transportation Of Supplies By Sea	MAR 2000

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52.204-1 APPROVAL OF CONTRACT (DEC 1989)

This contract is subject to the written approval of Source Selection Authority and shall not be binding until so approved.

(End of clause)

52.217-8 OPTION TO EXTEND SERVICES (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 30 days.

(End of clause)

52.217-9 OPTION TO EXTEND THE TERM OF THE CONTRACT (MAR 2000)

(a) The Government may extend the term of this contract by written notice to the Contractor within 30 days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 45 days before the contract expires. The preliminary notice does not commit the Government to an extension.

(b) If the Government exercises this option, the extended contract shall be considered to include this option clause.

(c) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 9 years.
(End of clause)

52.239-1 PRIVACY OR SECURITY SAFEGUARDS (AUG 1996)

(a) The Contractor shall not publish or disclose in any manner, without the Contracting Officer's written consent, the details of any safeguards either designed or developed by the Contractor under this contract or otherwise provided by the Government.-

(b) To the extent required to carry out a program of inspection to safeguard against threats and hazards to the security, integrity, and confidentiality of Government data, the Contractor shall afford the Government access to the Contractor's facilities, installations, technical capabilities, operations, documentation, records, and databases.-

(c) If new or unanticipated threats or hazards are discovered by either the Government or the Contractor, or if existing safeguards have ceased to function, the discoverer shall immediately bring the situation to the attention of the other party.

(End of clause)

52.244-2 SUBCONTRACTS (AUG 1998)

(a) Definitions. As used in this clause--

Approved purchasing system means a Contractor's purchasing system that has been reviewed and approved in accordance with Part 44 of the Federal Acquisition Regulation (FAR).

Consent to subcontract means the Contracting Officer's written consent for the Contractor to enter into a particular subcontract.

Subcontract means any contract, as defined in FAR Subpart 2.1, entered into by a subcontractor to furnish supplies or services for performance of the prime contract or a subcontract. It includes, but is not limited to, purchase orders, and changes and modifications to purchase orders.

(b) This clause does not apply to subcontracts for special test equipment when the contract contains the clause at FAR 52.245-18, Special Test Equipment.

(c) When this clause is included in a fixed-price type contract, consent to subcontract is required only on unpriced contract actions (including unpriced modifications or unpriced delivery orders), and only if required in accordance with paragraph (d) or (e) of this clause.

(d) If the Contractor does not have an approved purchasing system, consent to subcontract is required for any subcontract that--

(1) Is of the cost-reimbursement, time-and-materials, or labor-hour type; or

(2) Is fixed-price and exceeds--

(i) For a contract awarded by the Department of Defense, the Coast Guard, or the National Aeronautics and Space Administration, the greater of the simplified acquisition threshold or 5 percent of the total estimated cost of the contract; or

(ii) For a contract awarded by a civilian agency other than the Coast Guard and the National Aeronautics and Space Administration, either the simplified acquisition threshold or 5 percent of the total estimated cost of the contract.

(e) If the Contractor has an approved purchasing system, the Contractor nevertheless shall obtain the Contracting Officer's written consent before placing the following subcontracts:

_____
_____

(f)(1) The Contractor shall notify the Contracting Officer reasonably in advance of placing any subcontract or modification thereof for which consent is required under paragraph (c), (d), or (e) of this clause, including the following information:

(i) A description of the supplies or services to be subcontracted.

(ii) Identification of the type of subcontract to be used.

(iii) Identification of the proposed subcontractor.

(iv) The proposed subcontract price.

(v) The subcontractor's current, complete, and accurate cost or pricing data and Certificate of Current Cost or Pricing Data, if required by other contract provisions.

(vi) The subcontractor's Disclosure Statement or Certificate relating to Cost Accounting Standards when such data are required by other provisions of this contract.

(vii) A negotiation memorandum reflecting--

(A) The principal elements of the subcontract price negotiations;

(B) The most significant considerations controlling establishment of initial or revised prices;

(C) The reason cost or pricing data were or were not required;

(D) The extent, if any, to which the Contractor did not rely on the subcontractor's cost or pricing data in determining the price objective and in negotiating the final price;

(E) The extent to which it was recognized in the negotiation that the subcontractor's cost or pricing data were not accurate, complete, or current; the action taken by the Contractor and the subcontractor; and the effect of any such defective data on the total price negotiated;

(F) The reasons for any significant difference between the Contractor's price objective and the price negotiated; and

(G) A complete explanation of the incentive fee or profit plan when incentives are used. The explanation shall identify each critical performance element, management decisions used to quantify each incentive element, reasons for the incentives, and a summary of all trade-off possibilities considered.

(2) The Contractor is not required to notify the Contracting Officer in advance of entering into any subcontract for which consent is not required under paragraph (c), (d), or (e) of this clause.

(g) Unless the consent or approval specifically provides otherwise, neither consent by the Contracting Officer to any subcontract nor approval of the Contractor's purchasing system shall constitute a determination--

(1) Of the acceptability of any subcontract terms or conditions;

(2) Of the allowability of any cost under this contract; or

(3) To relieve the Contractor of any responsibility for performing this contract.

(h) No subcontract or modification thereof placed under this contract shall provide for payment on a cost-plus-a-percentage-of-cost basis, and any fee payable under cost-reimbursement type subcontracts shall not exceed the fee limitations in FAR 15.404-4(c)(4)(i).

(i) The Contractor shall give the Contracting Officer immediate written notice of any action or suit filed and prompt notice of any claim made against the Contractor by any subcontractor or vendor that, in the opinion of the Contractor, may result in litigation related in any way to this contract, with respect to which the Contractor may be entitled to reimbursement from the Government.

(j) The Government reserves the right to review the Contractor's purchasing system as set forth in FAR Subpart 44.3.

(k) Paragraphs (d) and (f) of this clause do not apply to the following subcontracts, which were evaluated during negotiations:

_____

_____

(End of clause)

52.246-19 WARRANTY OF SYSTEMS AND EQUIPMENT UNDER PERFORMANCE SPECIFICATIONS OR DESIGN CRITERIA (MAY 2001)

Definitions. Acceptance means the act of an authorized representative of the Government by which the Government assumes for itself, or as an agent of another, ownership of existing and identified supplies, or approves specific services rendered, as partial or complete performance of the contract.

Defect means any condition or characteristic in any supplies or services furnished by the Contractor under the contract that is not in compliance with the requirements of the contract.

Supplies means the end items furnished by the Contractor and related services required under this contract. Except when this contract includes the clause entitled Warranty of Data, supplies also mean ``data.''

(b) Contractor's obligations. (1) The Contractor's warranties under this clause shall apply only to those defects discovered by either the Government or the Contractor within 45 days after delivery.

(2) If the Contractor becomes aware at any time before acceptance by the Government (whether before or after tender to the Government) that a defect exists in any supplies or services, the Contractor shall (i) promptly correct the defect, or (ii) promptly
notify the Contracting Officer, in writing, of the defect, using the same procedures prescribed in paragraph (b)(3) of this clause.

(3) If the Contracting Officer determines that a defect exists in any of the supplies or services accepted by the Government under this contract, the Contracting Officer shall promptly notify the Contractor of the defect, in writing, within 60 days after delivery of the nonconforming supplies. Upon timely notification of the existence of a defect, or if the Contractor independently discovers a defect in accepted supplies or services, the Contractor shall submit to the Contracting Officer, in writing, within 30 days a recommendation for corrective actions, together with supporting information in sufficient detail for the Contracting Officer to determine what corrective action, if any, shall be undertaken.

(4) The Contractor shall promptly comply with any timely written direction from the Contracting Officer to correct or partially correct a defect, at no increase in the contract price.

(5) The Contractor shall also prepare and furnish to the Contracting Officer data and reports applicable to any correction required under this clause (including revision and updating of all other affected data called for under this contract) at no increase in the contract price.

(6) In the event of timely notice of a decision not to correct or only to partially correct, the Contractor shall submit a technical and cost proposal within 30 days to amend the contract to permit acceptance of the affected supplies or services in accordance with the revised requirement, and an equitable reduction in the contract price shall promptly be negotiated by the parties and be reflected in a supplemental agreement to this contract.

(7) Any supplies or parts thereof corrected or furnished in replacement and any services reperformed shall also be subject to the conditions of this clause to the same extent as supplies or services initially accepted. The warranty, with respect to these supplies, parts, or services, shall be equal in duration to that set forth in paragraph (b)(1) of this clause, and shall run from the date of delivery of the corrected or replaced supplies.

(8) The Contractor shall not be responsible under this clause for the correction of defects in Government-furnished property, except for defects in installation, unless the Contractor performs, or is obligated to perform, any modifications or other work on such property. In that event, the Contractor shall be responsible for correction of defects that result from the modifications or other work.

(9) If the Government returns supplies to the Contractor for correction or replacement under this clause, the Contractor shall be liable for transportation charges up to an amount equal to the cost of transportation by the usual commercial method of shipment from the place of delivery specified in this contract (irrespective of the f.o.b. point or the point of acceptance) to the Contractor's plant and return to the place of delivery specified in this contract. The Contractor shall also bear the responsibility for the supplies while in transit.

(10) All implied warranties of merchantability and "fitness for a particular purpose" are excluded from any obligation under this contract.

(c) Remedies available to the Government. (1) The rights and remedies of the Government provided in this clause--

(i) Shall not be affected in any way by any terms or conditions of this contract concerning the conclusiveness of inspection and acceptance; and

(ii) Are in addition to, and do not limit, any rights afforded to the Government by any other clause of this contract.

(2) Within [Contracting Officer shall insert period of time] after receipt of the Contractor's recommendations for corrective action and adequate supporting information, the Contracting Officer, using sole discretion, shall give the Contractor written notice not to correct any defect, or to correct or partially correct any defect within a reasonable time at [Contracting Officer shall insert locations where corrections may be performed]

(3) In no event shall the Government be responsible for any extension or delays in the scheduled deliveries or periods of performance under this contract as a result of the Contractor's obligations to correct defects, nor shall there be any adjustment of the delivery schedule or period of performance as a result of the correction of defects unless provided by a supplemental agreement with adequate consideration.

(4) This clause shall not be construed as obligating the Government to increase the contract price.

(5)(i) The Contracting Officer shall give the Contractor a written notice specifying any failure or refusal of the Contractor to--

(A) Present a detailed recommendation for corrective action as required by paragraph (b)(3) of this clause;

(B) Correct defects as directed under paragraph (b)(4) of this clause; or

(C) Prepare and furnish data and reports as required by paragraph (b)(5) of this clause.

(ii) The notice shall specify a period of time following receipt of the notice by the Contractor in which the Contractor must remedy the failure or refusal specified in the notice.

(6) If the Contractor does not comply with the Contracting Officer's written notice in paragraph (c)(5)(i) of this clause, the Contracting Officer may by contract or otherwise--

(i) Obtain detailed recommendations for corrective action and either--

(A) Correct the supplies or services; or

(B) Replace the supplies or services, and if the Contractor fails to furnish timely disposition instructions, the Contracting Officer may dispose of the nonconforming supplies for the Contractor's account in a reasonable manner, in which case the Government is entitled to reimbursement from the Contractor, or from the proceeds, for the reasonable expenses of care and disposition, as well as for excess costs incurred or to be incurred;

(ii) Obtain applicable data and reports; and

(iii) Charge the Contractor for the costs incurred by the Government.

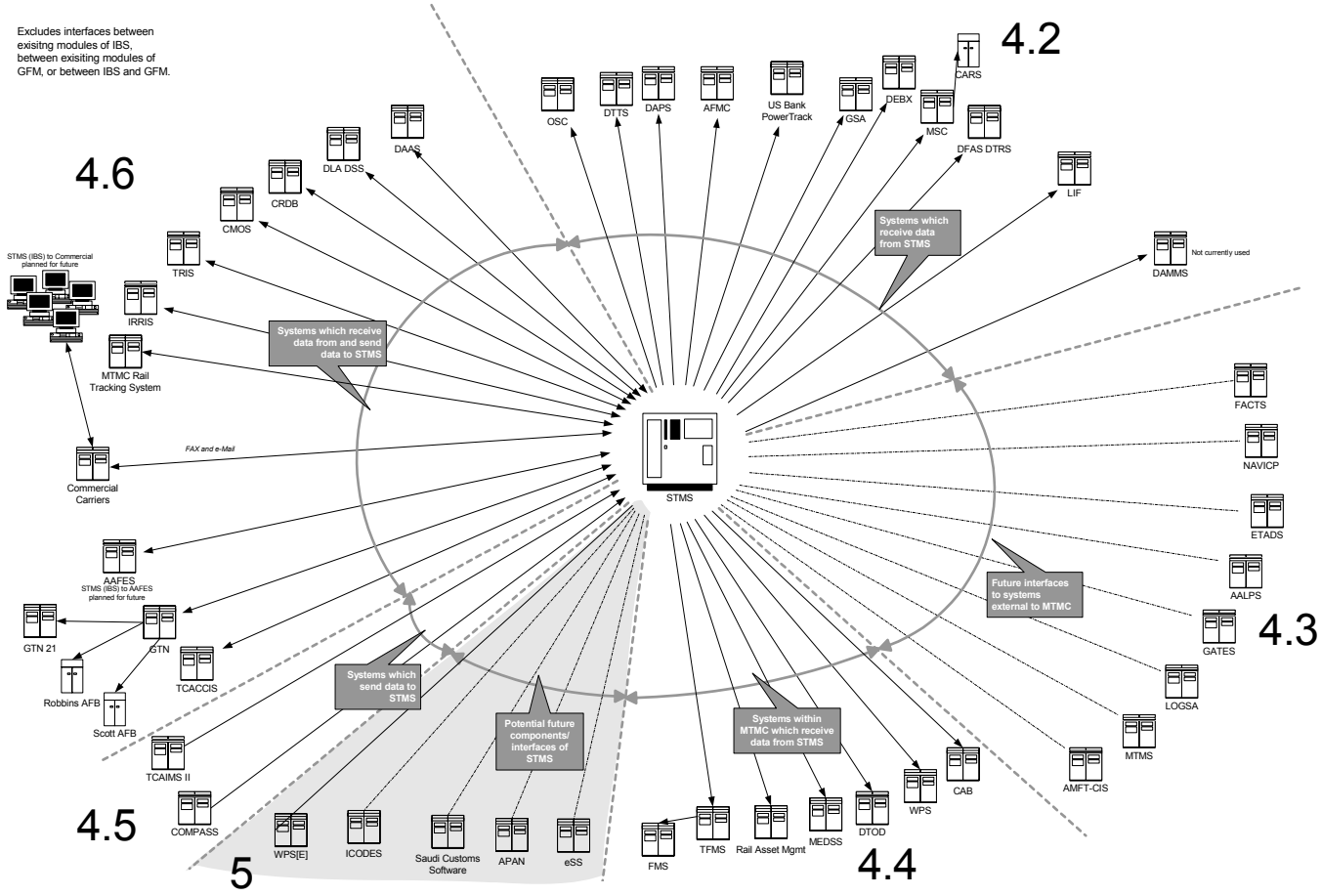
(End of clause)

J-0 LIST OF ATTACHMENTS

SECTION J: TABLE OF CONTENTS

J-1 STMS INTERFACES

Attachment J-1 (STMS INTERFACES)



***eSS is hereby deleted from the above interfaces.

Attachment J-1

Acronym	System Name
AAFES	Army and Air Force Exchange System
AALPS	Automated Air Load Planning System
AFMC	Air Force Materiel Command System
AMFT-CIS	Automated Movement Flow Tracking - Command Information System
APAN	Ammunition Port Automated Network
CAB	MTMC Cargo and Billing System
CMOS	Cargo Movement Operations System
Commercial Carriers	Interfaces via FAX and/or e-mail to commercial carriers[7]
COMPASS	Computer Management Planning and Status System
CRDB	Military Sealift Command - CONUS[8] Regional Database
DAAS	Defense Automation Addressing System
DAMMS	Department of the Army Movement Management System
DAPS	Defense Automation and Production Service
DEBX	Defense Electronic Business Exchange
DIBS	DIBS DECA INTEGRATED BUSINESS SYSTEMS
DFAS DTRS	DFAS[9] Defense Transportation Payment System
DLA DSS	Defense Logistics Agency Depot Support System
DTOD	Defense Table of Official Distances
DTTS	Defense Transportation Tracking System
eSS	Electronic Shipper System
ETADS	Enhanced Transportation Automated Data System
FACTS	Finance and Air Clearance Transportation System
FMS	Financial Management System
GATES	Global Automated Transportation Execution System
GSA	General Services Administration
GTN	Global Transportation Network
GTN Robbins AFB	Global Transportation Network - Robbins Air Force Base
GTN Scott AFB	Global Transportation Network - Scott Air Force Base
GTN 21	Global Transportation Network (migration system to replace GTN)
ICODES	Integrated Computerized Deployment System
IRRIS	Intelligent Road/Rail Information System
LIF	Logistics Intelligence File
LOGSA	Logistics Supply Activity
MEDSS	MTMC Enterprise Decision Support System
MSC	Military Sealift Command
MSC-CARS	Military Sealift Command Cargo Accrual Reconciliation System
MTMC Rail Tracking System	
MTMS	Munitions Transportation Management System
NAVICP	Navy Inventory Control Point System
OSC	Operations Support Command
Rail Asset Management	
Saudi Customs Software	
TCACCIS	Transportation Coordinators Automated Command and Control System
TCAIMS II	Transportation Coordinator - Automated Information for Movement System II
TFMS	Transportation Financial Management System

[7] Includes: CSX Lines, Lykes Lines, Matson Navigation; Maersk Lines; Crowley Liner Services; Totem Ocean Trailer Express; Alaska Cargo Transport; P&O NEDLLOYD; Transatlantic Lines. Also via e-mail are interfaces with 831st US Army Transportation BN, Bahrain and MTMC OIC & NCOIC, Dhahran, Saudi Arabia

[8] Continental United States

[9] Defense Finance and Accounting Service

TRIS	Transportation Rate Information System
US Bank PowerTrack	
WPS	Worldwide Port System
WPS[E]	Worldwide Port System [Enhanced]

J-2 STMS REQUIREMENTS

ATTACHMENT J-2 STMS REQUIREMENTS

The following are the functional, technical, security and accreditation, and interface requirements for the Military Traffic Management Command's (MTMC's) Surface Transportation Management System (STMS). The Government considers these requirements mandatory, but it is willing to discuss potential alternatives. *In responding to this solicitation, offerors must indicate their capability to comply with specified requirements. They must also specify any requirements beyond their capability.*

1.0 STMS Functional Requirements. The following requirements are displayed by deliverable function to provide a "first step" in defining the functionality to be demonstrated in each service deliverable increment. The Government recognizes that requirements in the process steps overlap and that offerors and the Government may regard a particular requirement as part of different increments.

Bid and Solicitation:

1.1. The STMS shall provide the capability to manage and modify long-term negotiated contracts, tenders or tariffs, and supplements with transportation carriers in order to streamline and improve current capabilities in surface guaranteed traffic and ocean contracts. The STMS shall develop, create, provide quantitative metrics to evaluate, and monitor FAR-based contracts for international and domestic transportation. This capability shall include the following:

1.2. Modification of contract data and rates contained in STMS, as required.

1.2.1 Allowing Government users to refine routes, lanes, rates, and contract requirements, access commercial and other government rating systems, such as GSA, and enter independent Government cost estimates.

1.2.2 Electronic response by carriers to solicitations and maintenance of pro-forma schedules.

1.2.3 Contract evaluation and analysis tools for capturing and analyzing data elements, such as price, technical factors, best-value factors, and historical data.

1.2.4 Automated tools for monitoring and capturing rate increases or decreases, carrier and Government nonperformance information, and in-transit shipment status as required by performance standards contained in multiple contracts.

1.2.5 Government-user capability to search, view, rank, and perform transit time evaluations from contractor carrier and performance data.

1.2.6 Dynamic carrier performance that automatically adjusts carrier listings based upon Government defined "Best Value" factors. The STMS shall provide a flexible capability for the Government to enter and maintain "Best Value" factors. This shall include the ability for the Government to establish a "weighted factor" process.

1.2.7 Monitor actual carrier movements and compare to each contract award's minimums.

1.3. The STMS shall provide the capability to book, rate, route, and audit shipments automatically and manually using multiple rates, modes, and carriers worldwide. STMS shall notify users electronically when new or updated booking requests and cancellations are posted. It shall identify proper shipping names, shipment characteristics (TB-55-46-1), HAZMAT classes, segregation requirements, transportation restrictions, transportation protective services, Security Risk Categories, and cross-reference DOD unique and commercial carrier codes. It shall also

allow the Government to meet the hazardous material (HAZMAT) requirements of 49 Code of Federal Regulations (CFR), safety regulations of countries as identified by the Government, and worldwide HAZMAT regulations. STMS shall also be compatible with carrier direct booking systems and capture current shipment data.

(Note: The intent for supporting direct booking is to provide a portal-like capability within STMS for use by shippers and carriers that captures direct-booking information for MTMC.)

1.4. The STMS shall provide the capability for Government users to select and award a shipment to carriers from a list of available options to support best-value award decisions and to transmit offers to carriers. This capability shall include the following:

1.4.1 Allowing users to request automated booking.

1.4.2 Allowing users the capability to direct book on carrier systems and capture current shipment data.

1.4.3 Providing users with comparisons of global shipment options by cost, contractual commitments, mode and required delivery dates and transit times.

1.5. Storage of all shipment information online for the period of transportation contract performance.

1.5.1 Advise users when restrictions are applied due to MTMC policy decisions on particular trade routes, destinations, commodity types, booking types (automated, direct booking), or contractual obligations.

1.5.2 Comply with Cargo Preferences and VISA Priorities

1.6. The STMS shall provide the capability to solicit for shipment rates in an Internet environment either when rates are not available or when the shipper intends to obtain a lower rate (non-contractor tender based on rates only). This capability shall include the following:

1.6.1E-mail notification to carriers of bid solicitations.

1.6.2 Electronic response by carriers directly to STMS.

1.6.3 Breakout of costs between line haul and all other costs.

1.6.4 One-time only (OTO) rates and spot bids on the web.

1.6.5 Compare carrier OTO/spot bid rates against applicable tender/tariff/contract based rates.

1.6.6 Compare estimated transit times of carrier/mode options

1.6.7 Electronic export of these transactions for carrier payments, shipper billing, and ITV systems.

1.7. For surface carriers, the STMS shall provide the carriers the capability to apply electronically for registration or qualification, including the following:

1.7.1 Government-user capability to view, approve, and reject applications electronically.

1.7.2 E-mail notification to carriers of application results.

1.7.3 Editing of carrier-submitted information by surface carriers (limited to their own submissions) and Government-authorized users.

1.8. The STMS shall provide the capability to submit, validate, and post voluntary and negotiated tenders, supplements, and rates to STMS for immediate use, including the user capability to input data for tenders and rates.

1.8.1 Provide the user the ability to print, copy, view, edit or cancel tenders and supplements.

1.8.2 Provide the user the ability to save the tender and supplements to desired medium such as a hard drive, disk, CD, etc.

1.8.3 Provide the user the ability to perform internal maintenance of tenders such as the ability to delete incomplete tenders.

1.8.4 Provide the access to tender data commensurate with the individual user's needs and level within the organization.

Shipment planning.

1.9. The STMS shall provide the capability to consolidate shipments from different shippers or origins to one or more destinations or consignees to maximize efficiency. This capability shall include the following:

1.9.1.1 Recommendation of the most appropriate transportation container on the basis of cargo dimensions.

1.9.1.2 Consolidation (and conversion) of break-bulk cargo requirements to container requirements when conversion is more advantageous for the Government (including military unit moves).

1.9.1.3 Consolidation (and conversion) of less-than-truckload (LTL) shipment requirements to truckload (including military unit moves).

1.9.2 The STMS shall provide visibility of all inbound shipments regardless of mode or shipper system used to initiate the shipment. The STMS system shall also provide the capability for the user to enter shipment receipt data and "close-out" the shipment.

1.9.3 The STMS system shall be capable of performing basic shipment planning functions to ensure that shipments released to the carrier can be received by the consignee. This shall require that STMS integrate facility information (e.g., receiving days/hours) into the shipment tendering process. The STMS shall provide a flexible method for entering and managing shipment planning factors.

1.9.4 STMS shall provide the ability to flow al unit level date form COMPASS, TC ACCIS?TC AIMS II, and the Joint Operations Planning and Execution System (JOPES) into STMS in the form of the Devployment Equipment List (DEL) to produce the ETRR or its equivalent. Interface must have some type of declassification capability for data passed form JOPES to STMS. STMS shall provide the capability of managment planning and execution of planned TPFDD'd init or strategic cargo moving via commercial or organic transportation. STMS shall utilize level 6 detail data to include hazardous material information. STMS will produce shipper advance documentation for electronic information flow into WPS and ICOPES. STMS shall process, add, change and/or delete records from COMPASS and TC ACCIS/TC AIMS II as necessary to ensure complete and accurate DELs.

1.10. The STMS shall provide the capability for Government users to input, copy, view, edit, or cancel shipping requirements electronically.

1.10.1 Provide government users the ability to print, generate, edit, and forward all customs forms and provide customs clearance data to designated external groups (such as the Water Clearance Authority) from updated shipping instructions.

1.10.2 Provide the shipper or documenter the ability to edit, enter, and repair information on various customs forms.

1.10.3 Automatically populate customs clearance form headings and mandatory fields with all available information.

1.10.4 Indicate mandatory entries on customs clearance forms with a warning flag.

1.10.5 Provide the Government user the ability to generate manual lift.

1.11. The STMS shall provide the capability for ocean carriers and the Government to create, view, and print vessel schedules via the web, including a view and print capability for the government shipper only.

1.11.1 Provide the shipper the ability to book shipments directly (direct booking) with the carrier.

1.12. The STMS shall provide functionality for supporting military unit moves, including the following:

1.12.1 Receiving, processing, and transmitting unit movement data to and from designated external systems.

1.12.2 Converting unit cargo requirements to sustainment (container) cargo, which results in the booking of unit cargo on commercial vessels.

1.13 The STMS shall provide the capability to perform costing calculations on shipment data and changes (including providing the capability to re-price cargo, CONUS and OCONUS, in the event that shipping instructions or carrier-lift data deviate from the booking).

1.14 The STMS shall apply the Defense Table of Official Distances (DTOD) to all mileage calculations.

Move Management

1.15 The STMS shall provide the capability for Government users to print shipping documentation and shipping labels.

1.16 The STMS shall provide the capability for Government users to generate, edit, extract, cancel, query, and close transportation discrepancy reports (TDRs) submitted by customers.

1.17 The STMS shall provide the capability for Government users to capture and use contractor and carrier performance information, including the following:

1.17.1 Access to contractor and carrier performance data for evaluation purposes.

1.17.2 Input of contractor performance data, carrier nonperformance data, and event reporting.

1.17.3 Use of contractor and carrier performance data to determine their suitability for continued or future performance in the carrier selection process; such determination may be for a single shipment or a defined period of time.

1.17.4 Verifying, certifying, and generating reports of liquidated damages.

1.18 The STMS shall provide the capability to input, display, and process shipping instructions and related information. This capability shall include the following:

1.18.1 Acceptance of shipping instructions and booking and event data from the shipper or Government users.

1.18.2 Automatic matching of booking, shipping instructions, and event details in order to resolve differences on the basis of defined business rules.

1.18.3 Government-user capability to intervene and manually resolve (override the automatic resolution process) discrepancies between booking, shipping instructions, and event details.

1.19 The STMS shall provide customs clearance data to designated external groups (such as the Water Clearance Authority) from updated shipping instructions, including the following:

1.19.1 Generate appropriate customs documents and allow the user to customize and edit those documents as required. The STMS shall provide customs data in an electronic format to all required external systems.

1.19.2 A customs documentation alert flag at the time of booking.
(*Note: This will require a change from the current business process in order to provide an alert at the time of booking*.)
(Note: This requirement also includes North American shipments that cross Canadian or Mexican borders.)

1.20 The STMS shall provide the capability to track load and discharge reports from the Worldwide Port System (WPS) for free-in and free-out shipments.

1.21 The STMS shall provide the capability to capture and display real-time, in-transit visibility on demand by users for all cargo moving from origin to destination. In-transit visibility shall include the dates and times of shipment pickup, delivery, transloading, enroute status, and reasons for delay by bill of lading and TCN numbers. STMS shall have the capability to receive electronic shipment status messages and provide website capability for carrier manual input of status reports.

Forecasting and Analysis

1.22 The STMS shall provide a database for all data storage to enable the analysis of historical data, including scheduling specified reports and producing them on demand. This database shall provide the following capabilities:

1.22.1 Scheduling and production of specified reports (and production on demand).

1.22.2 Viewing (by authorized users) of all shipments available for bid, canceled, or awarded (by shipper, carrier, or otherwise) for the past 30 days.

1.22.3 Viewing (by Government users) of carrier information, including active rates and contracts, shipping documentation, and performance.

1.22.4 Comparison of shipment data as booked with shipment data as actually moved.

1.23 The STMS shall maintain shipment history and provide notification of changes to specified external groups.

1.24 The STMS shall provide the capability to submit transportation activity information as currently prescribed in the *Transportation Facilities Guide* (TFG), including the use of output information that describes transportation activities for use in offers and shipping documents.

1.25 The STMS shall provide the capability to view, cross-reference, and translate DoD-unique and commercial carrier codes (for example, port, commodity, and geographic location codes). The STMS shall provide the capability for the user to generate user-defined reports utilizing any data elementsstored by the system. Access to data shall be commensurate with the individual user's need and level within the organization. The STMS shall provide a flexible capability to establish and maintain user data access privileges.

1.26 The STMS shall generate forecasted baseline contract shipment requirements from user-defined contract scope and historical data, including modifying baseline forecasts on the basis of shipper or military service inputs.

1.27 The STMS shall provide the capability for the user to generate user defined reports utilizing any data elements stored by the system. Access to data shall be commensurate with the individual user's need and level within the organization. The STMS shall provide a flexible capability to establish and maintain user data access privileges.

1.28 The STMS shall be able to identify shipments requiring exception management by either the user or a higher level of authority. The STMS shall provide a flexible method for the Government to enter and manage shipments exception criteria.

Post-Move Reconciliation

1.29 The STMS shall provide the capability to capture and transfer costed shipment data and complete shipment histories for all transportation modes to the Defense Finance and Accounting Service (DFAS), PowerTrack, and other designated systems.

Accounting/Finance

1.30 Update MTMC accounting systems with cost and revenue to comply with DFSIN 37-1 and DoD financial management regulations.

STMS Technical Requirements

2.1 Communications. The STMS communications capability shall allow sufficient connectivity and reach to allow military services access from U.S. military installations and activities and carriers or transportation partners worldwide. The long-haul communication network shall extend from the identified data processing service provider's facility to the user site or installation point of presence (PoP). Persistent technology should be considered featuring "web- aware" client side programs that allow end users a limited scope of functionality to complete shipment transactions at their end despite interruptions in connectivity to central host platforms.

(*Note. The Defense Information Switched Network, DISN, shall be employed to address these long-haul communication network requirements within DoD*.

2.2 The service provider shall ensure that the STMS meets all applicable standards from the current Joint Technical Architecture (JTA), including the Defense Information Infrastructure Common Operating Environment (DII COE) and the Defense Transportation System (DTS) "to-be" architecture, as follows:

2.2.1 All STMS components selected shall be designed and implemented using the standards listed in the JTA. These standards include the mandates described in the current DII COE Integration and Routine Specification (I&RTS) document. The
STMS shall be designed and planned for DII COE Level 7 and certified at Level 6 before being implemented.

(*Note: Offerors are also referred to the current DISA Joint Interoperability and Engineering Organization DII COE Developer Documentation*.)

2.2.2 Unless otherwise agreed to by the Government, the data shall fully conform to the Information Modeling Data Exchange and Data Definition Standards set forth in the JTA to ensure data exchange interoperability.

2.2.3 STMS shall provide EDI translation software and XML functionality.

2.2.4 For MTMC hosted solution, all STMS components selected shall be designed and implemented for compatibility with the proposed MTMC consolidated network architecture. The proposed consolidated network architecture which consists of Sun Unix, and Pentium based servers, an ORACLE database and NT or iplanet web servers. All port 80 and 443 traffic must be routed through proxy servers. MTMC relies on firewall technology to protect network assets. All traffic will be routed through the firewall and use of ports and protocols must follow the DOD NIPRNET Ports and Protocols Security Technical Guidance.

2.3 The STMS shall provide Web-enabled capability supporting multiple browsers (at a minimum, current versions of both Netscape and Internet Explorer).

2.4 The STMS shall provide the capability to allow Internet and Unclassified but Sensitive Internet Protocol Router Network (NIPRNet) access to MTMC and Government and military domains access to STMS.

2.5 The STMS shall provide and incorporate system and Web-monitoring tools and meet U.S. Transportation Command (USTRANSCOM) customer assurance standards for proactive event monitoring.

2.6 The STMS shall support MTMC's single sign-on initiative, intended to ensure that an initial log-on provides authorization and access for all applications authorized to users.

2.7 The STMS shall provide a journalizing capability to capture the history of user transactions (for use in the performance of audit trails).

2.8 The STMS shall provide the capability to support 1000 concurrent users online worldwide, and 15,000 total users worldwide. Currently GFM processes on average 260,000 shipping requests a year, and one million bills of lading a year. and has 300 concurrent users, with 4500 total users. IBS processes (all modules) on average 105,000 input/output transactions daily, and has 230 concurrent users, and a total user base of 1200. The capability requirement is based upon projections of growth from domestic, and especially from new overseas customers, as well as the requirement to handle normal fluctuations in concurrent usage.

2.9 The STMS shall provide the capability to support mobilization and surge needs for increased transaction workloads up to three (3) times greater normal operating levels.

2.10 The STMS shall integrate reference tables as required by the Government (currently totaling approximately 250 tables).

2.11 The STMS shall provide system operations and customer access to services to support worldwide shippers and carriers twenty-four (24) hours a day, seven (7) days a week, including the following:

2.11.1 Scheduled maintenance coordinated with the Government to minimize outage impact on users

2.11.2 Scheduled service maintenance outages not exceeding 4 hours per month

2.11.3 Corrective activities or unscheduled maintenance not exceeding four (4) hours per month.

2.12 The STMS shall incorporate transactional processing (versus batch processing) where such capability will improve customer support.

2.13 The STMS shall incorporate the capabilities to maintain and assure data integrity. The STMS shall incorporated the capabilities to maintain and assure data confidentiality, data integrity, and data availability. Data confidentiality provides the assurance that information is not disclosed to unauthorized entities or processes. Special care must be taken to ensure that proprietary or arms, ammunition or explosive (AA&E) information is viewed only by authorized users. Data integrity provides protection from intentional or unintentional alteration or misuse. Data availability is the state when data are in the place needed by the user, at the time the user needs them and in the form needed by the user. STMS will incorporate profiling of users to ensure that users, such as non-Arms, ammunition, and explosives (AA&E) carriers, will not have access to information on AA&E shipments and 2) that proprietary data about transportation carriers will be provided only as authorized to intended recepients/users.

2.14 In addition to standards in 2.2 above, when MTMC provided host production platforms are the adopted option, STMS shall be designed for optimized operations and maintenance on the future MTMC target architectural environment.

3.0 STMS Security and Accreditation Requirements

3.1 STMS must satisfy the provisions of the most recent edition of applicable security and accreditation requirements found in the following:

3.1.1 *Computer Security Act of 1987*

3.1.2 DoD Directive 5200.40, DoD Information Technology Security Certification and Accreditation Program (DITSCAP), resulting in accreditation per DoD 8510.1-M (DITSCAP Manual)

3.1.3 Clinger-Cohen Act, Subtitle D, Section 5131

3.1.4 Office of Management and Budget (OMB) Circular No. A-130, Appendix III

3.1.5 Chairman, Joint Chiefs of Staff Manual 6510.01C, Information Assurance (IA) and Computer Network Defense

3.1.6 DoD Directive 5200.28, Security Requirements for Automated Information Systems

Common Criteria Standard—Controlled Access Protection Profile

Army Regulation (AR) 380-19, Information Systems Security

Policy Guidance for the Use of Mobile Code Technologies in DoD Information Systems, November 7, 2000

Policy Memorandum: Public Key Enabling (PKE) of Applications, Web Servers, and Networks for the Department of Defense, May 17, 2001

Policy Directive 33-28, USTRANSCOM, IA/IP Security Architecture Implementation

Government Information Security Act

3.1.13 Army Regulation (AR) 380-67, Personnel Security (Note: Depending on the role of the service provider ADP I, II, or III may apply.)

DoD Badge Policy/Regulation/Directive

Army Regulation (AR) 380-5, Information Security Program

Army Regulation (AR) 25-55, For Official Use Only (FOUO) Act.

STMS Interface Requirements

4.1. The contractor shall provide interfaces to specified systems that are internal or external to MTMC. Known future interfaces are provided for planning purposes.

4.2. Systems or organizations that receive data from STMS

Defense Transportation Tracking System (DTTS)

Defense Automation and Production Service (DAPS)

Air Force Material Command System (AFMC)

General Services Administration (GSA)

Military Sealift Command (MSC)

Military Sealift Command Cargo Accrual Reconciliation System (MSC-CARS)

Logistics Intelligence File (LIF)

Department of the Army Movement Management System (DAMMS-R)

PowerTrack (U.S.Bank System)

Operations Support Command (OSC)

Defense Electronic Business Exchange (DEBX)

4.2.11 DFAS Defense Transportation Payment System (DTRS).

4.3 Future Interfaces to External MTMC Systems

4.3.1 Automated Movement Flow Tracking-Command Information System (AMFT-CIS)

4.3.2 Munitions Transportation Management System (MTMS)

4.3.3 Logistics Supply Activity (LOGSA)

4.3.4 Global Automated Transportation Execution System (GATES)

4.3.5 Automated Air Load Planning System (AALPS)

4.3.6 Enhanced Transportation Automated Data System (ETADS)

4.3.7 Finance and Air Clearance Transportation System (FACTS)

4.3.8 Navy Inventory Control Point System (NAVICP).

4.4 MTMC systems that receive data from STMS

4.4.1 Worldwide Port System (WPS).

Transportation Financial Management System (TFMS)-MTMC (TFMS-M)

Financial Management System (FMS)

Cargo and Billing System (CAB)

MTMC Enterprise Decision Support System (MEDSS)

Rail Asset Management (IntelliTrans)

Defense Table of Official Distances (DTOD).

4.5 Systems that send data to STMS

4.5.1 Transportation Coordinator-Automated Information for Movement System II (TCAIMS II)

4.5.2 Computer Management Planning and Status System (COMPASS).

4.5.3 DECA INTEGRATED BUSINESS SYSTEMS (DIBS)

4.5.4 Jopint Operations Planning and Execution System (JOPES)

4.6 Systems (or organizations) that receive data from and send data to STMS

Army and Air Force Exchange System (AAFES) (organization)

Commercial carriers (organizations)

Intelligent Road/Rail Information Service (IRRIS)

Transportation Rate Information System (TRIS)

Defense Automation Addressing System (DAAS)

Cargo Movement Operations Systems (CMOS)

CONUS Regional Database (CRDB)

4.6.8 Transportation Coordinators Automated Command and Control Information System (TCACCIS)

Defense Logistics Agency Depot Support System (DLA DSS)

Global Transportation Network (GTN)

Robbins Air Force Base

Scott Air Force Base

GTN 21 (Note: GTN 21 is the migration system to replace GTN)

MTMC Rail Tracking System

Attachment J-2

J-3 AWARD TERM PLAN

ATTACHMENT J-3
Surface Transportation Management System 4/15/02
Award Term Plan

1.0 INTRODUCTION

a. This plan covers award term procedures for contract DAMT01-03-C-0033 and is the basis for the Military Traffic Management Command's (MTMC) Surface Transportation Management System (STMS) evaluation of the contractor's performance in determining whether or not additional award term years should be awarded to the contractor. Award terms years are the sixth through ninth years from the award of the contract and deal with superior operation and maintenance of the system. This plan describes the specific criteria and procedures to be used to assess the contractor's performance and to determine if award terms are in order. Award term determinations and the methodology for determining the award are decisions made solely at the discretion of the Government.

b. Any contract term extensions earned will be reflected in unilateral contract modifications. The award term earned will be based upon review of the contractor's performance against the criteria set forth in this plan.

c. The contractor shall provide the support services for Military Traffic Management Command (MTMC) as outlined in the Performance Work Statement (PWS).

2.0 ORGANIZATION

The award term organization will be established by MTMC that will report to the contracting officer and make recommendations concerning award terms.

3.0 RESPONSIBILITIES

Ultimately, the responsibility for award terms in the contract is with the Contracting Officer. Other projects have established boards and individuals to support the Contracting Officer. That may be required for STMS. Those positions or areas of support are shown below, but are not necessarily recommended at this time.

a. Term Determining Official (TDO): The TDO approves the award term plan and any significant changes. Examples of significant changes include changing evaluation criteria or adjusting the characteristics of levels of performance to redirect the contractor's emphasis to areas needing improvement. The TDO reviews the recommendation(s) of the ATRB, considers all pertinent data, and determines the earned award term points for each evaluation period. The TDO appoints the ATRB Chairperson.

b. Award Term Review Board. ATRB members review performance monitors' evaluation of the contractor's performance, consider all information from pertinent sources, and arrive at an earned award term points recommendation to be presented to the TDO. The ATRB may also recommend changes to this plan.

c. Award Term Review Board (ATRB) Chairperson: The ATRB Chairperson selects the remaining ATRB members. The Chairperson, and other ATRB members as needed, briefs the TDO on recommended earned award term points and the contractor's overall performance and recommends significant award term plan changes to the TDO. The Chairperson coordinates the administrative actions during the award term process including: 1)receiving, processing and distributing evaluation reports from all required sources;

2) scheduling board meetings and briefings; 3) accomplishing other actions required to ensure the smooth operation of the Award Term Board.

d. Contracting Officer (KO): The KO is the liaison between the contractor and Government personnel. The KO ensures that the contract file is documented with results of the TDO decision, the contractor's self-assessment and the price re-determination evaluation memo. The KO will issue a unilateral modification to the contract to extend the term of the contract, as appropriate at least 3 months prior to the start of an earned award term

e. ATRB Recorder: The ATRB recorder is responsible for coordinating the administrative actions required by the performance monitors, the ATRB and the TDO. The ATRB recorder, if in the administrative field, is an auxiliary non-voting member.

f. Performance Monitors/Contracting Officer Representatives:
The performance monitors are the CORs for this contract. Performance monitors maintain written records of the contractor's performance in their assigned evaluation area(s) so that a fair and accurate evaluation is obtained. Performance Monitors prepare monthly interim evaluations. Normal reporting of the contractor performance, which is part of the COR responsibility, can be utilized for these evaluations. Additional comments are required regarding problem areas, customer complaints, and any performance that exceeds contractual requirements, etc. Performance Monitors must provide justification for their ratings and document both strengths and weaknesses. These evaluations are to be submitted monthly, within 10 calendar days of the end-of-the month as directed by the ATRB. Copies are also to be provided to the KO for the official contract file.

4.0 AWARD-TERM PROCESSES/RATING GUIDELINES

For STMS, the following table covers the award term incentive that occurs after Full Operational Capability (FOC) has been achieved.

a. STMS Service Operational Availability. This award term incentive is based on the system being available 24 hours a day 7 days a week and maintenance essentially not interfering with use of the system. Good availability merits continuation of the contract with the present system and contractor. Poor availability may result in not exercising one of the option years of the contract.

b. STMS Customer Satisfaction. This award term incentive is based on feedback from STMS customers as measured by satisfaction statistics collected by the MTMC Consolidated Call Center, an independent survey of customers the Government may conduct, and satisfaction measurements conducted IAW the contractor’s customer satisfaction plan. There are several levels of satisfaction as measured by various answers to questions or judgments about the way in which the contractor supports users. The award term would be granted for Very Good and Excellent performance. Substandard performance may result in not exercising one or more of the award term years of the contract.

Post Full Operational Capability (Sustainment / Maintenance Phase)

Key Performance Indicator	Required Performance Level	Incentive Performance Level	Awards Plan	Negative Consequence Performance Level
STMS Service Operational Availability	Operational 24/7 365 days a year unscheduled maintenance (downtime limited to no more than 4hrs per month) scheduled maintenance; (outages coordinated with the government; and downtime no more than 4 hrs per month.	Unscheduled maintenance less than 4 hours monthly. Scheduled maintenance is 2 hours or less per month and is conducted so that interference with operations is minimized.	Award term of one additional year of operation and maintenance of the STMS system. Assessment by government award term board. Evaluation of maintenance statistics and operational availability feedback.	STMS not available due to unschedule maintenance 8 hours or more per month for 2 or more months. STMS not available due to scheduled maintenance 8 hours or more per month for 2 or more months.
Customer Satisfaction	STMS customer support answers questions and supports users proactively so that users can satisfactorily access and operate the STMS system	Based on a series of judgments about the quality of customer support, including independent measurement of customer satisfaction, contractor scores above 85%	Award term of one additional year of operation and maintenance of the STMS system. Assessment by Government on measurement of customer satisfaction. Evaluation of customer satisfaction based on call center statistics and measures of customer feedback.	Customer satisfaction rating of unsatisfactory (less than or equal to 79

5.0 AWARD-TERM PLAN CHANGES

The TDO, through the Contracting Officer, may unilaterally change any matters covered in this plan, provided the contractor receives notice of any changes at which the changes apply. The contractor may provide written comments to the TDO, through the Contracting Officer, of pending changes provided they are received within fifteen (15) of notification.

6.0 CONTRACT TERMINATION

If the contract is terminated for either convenience or default prior to the Government exercising an award term year extension, no additional costs will be incurred by the Government beyond those permitted under the clauses entitled, "Termination for Convenience of the Government" and "Termination for Default." The contractor shall not submit a claim nor receive equitable adjustment for the forfeiture of any earned award term year extensions in which performance has not begun.

7.0 AWARD TERM CONDITIONS

No award term year extension earned will be exercised unless the following conditions are satisfied:

a) The Government has a continued need for the services under this contract,
b) Appropriated funds are available, and
c) Price reasonableness can be determined

8.0 CANCELLATION OF AWARD TERM INCENTIVE

The award term incentive or the remaining award term year extensions will be cancelled under the following conditions:

a) One of the conditions under paragraph 7.0 is not met,
b) The contractor has failed to maintain a minimum of 90 per cent after earning one or more award term year extensions,
c) A price under the price re-determination clause cannot be reached within 12 months preceding the start date of an award term year extension, or
d) The contractor notifies the Government in writing at least 12 months prior to the performance start date of an award term year extension of its desire to opt out of the award term plan. In which case, all earned award term year extensions not yet executed will be forfeited.

9.0 EVALUATION PERIODS

For the Service Availability and Customer Satisfaction key performance indicators, the evaluation period is annually during each of the four option years of the contract.

ANNEX 1

CUSTOMER SATISFACTION EVALUATION CRITERIA

CUSTOMER SATISFACTION – EXCELLENT – Eligible for Award Term

1. Contractor is exceptional in being responsive to Government requests and direction and displays a business-like concern for the customer by the majority of the time exceeding Government expectations.

2. The contractor provides integration and coordination of activities needed to execute the contract - specifically timeliness, completeness, and quality of problem identification, and corrective action. Contractor exceeds Government expectations the majority of the time. No discrepancies.

3. Contractor identifies and implements customer satisfaction improvements that improve responsiveness, timeliness, and quality improvement techniques and process improvements. Contractor seeks the Government input in major improvement techniques and always works with the Government to implement these changes.

4. Contractor provides clear lines of authority or effective communication with Government, other agencies, and associate contractors. Contractor is exceptional in going over and above Government expectations in providing good liaison with customers.

5. Contractor customer satisfaction rating is between 95 to 100%.

6. Contractor defines problems with factual supporting information and rationale. Contractor seeks input from Government when necessary prior to implementation of resolutions. Contractor's demeanor and response time to problem resolution is exceptional

7. Contractor provides good continuous quality improvements, process improvements, utilization of resources, and quality assurance of subcontractors with no oversight.

8. Contractor resolves questionable situations never needing Government intervention.

9. Contractor is exceptional in displaying ingenuity and/or flexibility in servicing customers, quality improvements, process improvements, utilization of resources, and resolving problem areas. Ingenuity and flexibility is met with positive response.

10. Contractor consistently provides availability of equipment and technology.

CUSTOMER SATISFACTION - VERY GOOD – Eligible for Award Term

1. Contractor is responsive to Government requests and direction and displays a business-like concern for the customer by occasionally exceeding Government expectations.

2. The contractor provides integration and coordination of activities needed to execute the contract - specifically timeliness, completeness, and quality of problem identification, and corrective action. Contractor exceeds Government expectations some of the time. Occasionally contractor has minor discrepancies.

3. Contractor identifies and implements customer satisfaction improvements that improve responsiveness, timeliness, and quality improvement techniques and process improvements. Contractor seeks the Government input in major improvement techniques and works with the Government to implement these changes the majority of the time.

4. Contractor provides clear lines of authority or effective communication with Government, other agencies, and associate contractors. Contractor occasionally goes over and above Government expectations in providing good liaison with customers.

5. Contractor customer satisfaction rating is between 90 to 94%.

6. Contractor defines problems with factual supporting information and rationale. Contractor seeks input from Government when necessary prior to implementation of resolutions.

7. Contractor provides good continuous quality improvements, process improvements, utilization of resources, and quality assurance of subcontractors with only occasional minor oversight.

8. Contractor resolves questionable situations with occasional minor Government intervention.

9. Contractor displays ingenuity and/or flexibility in servicing customers, quality improvements, process improvements, utilization of resources, and resolving problem areas with only occasional minor changes necessary.

CUSTOMER SATISFACTION – GOOD – Might be considered for Award Term

1. Contractor is responsive to Government requests and direction and displays a business-like concern for the customer.

2. The contractor provides integration and coordination of activities needed to execute the contract - specifically timeliness, completeness, and quality of problem identification, and corrective action with only minor discrepancies.

3. Contractor identifies and implements customer satisfaction improvements that improve responsiveness, timeliness, and quality improvement techniques and process improvements.

4. Contractor provides clear lines of authority or effective communication with Government, other agencies, and associate contractors. Contractor maintains good liaison with customers.

5. Contractor customer satisfaction rating is between 85 to 89%.

6. Contractor defines problems with factual supporting information and rationale with only minor omissions.

7. Contractor provides good continuous quality improvements, process improvements, utilization of resources, and quality assurance of subcontractors with minor oversight.

8. Contractor resolves questionable situations with only minor Government intervention.

9. Contractor displays ingenuity and/or flexibility in servicing customers, quality improvements, process improvements, utilization of resources, and resolving
problem areas with minor changes necessary.

CUSTOMER SATISFACTION – SATISFACTORY May be considered for Award Term

1. Contractor is adequately responsive to Government requests and direction and displays an adequate business-like concern for the customer. Occasionally contractor unresponsive.

2. The contractor is adequate in the integration and coordination of activities needed to execute the contract - specifically timeliness, completeness, and quality of problem identification, and corrective action. Occasionally major deficiencies exist.

3. Contractor adequately identifies and implements customer satisfaction improvements that improve responsiveness, timeliness, and quality improvement techniques and process improvements.

4. Contractor adequately provides clear lines of authority or effective communication with Government, other agencies, and associate contractors. Contractor maintains fair liaison with customers.

5. Contractor customer satisfaction rating is between 80 to 84%.

6. Contractor defines problems with factual supporting information and rationale with some major discrepancies.

7. Contractor provides adequate continuous quality improvements, process improvements, utilization of resources, and quality assurance of subcontractors.

8. Contractor adequately resolves questionable situations with some Government resolution necessary.

9. Contractor displays adequate ingenuity and/or flexibility in servicing customers, quality improvements, process improvements, utilization of resources, and resolving problem areas.

CUSTOMER SATISFACTION – UNSATISFACTORY – Will not be considered for award term year.

1. Contractor is unresponsive to Government requests and direction and does not have a business-like concern for the customer.

2. The contractor is not adequate in the integration and coordination of activities needed to execute the contract - specifically timeliness, completeness, and quality of problem identification, and corrective action.

3. Contractor does not identify and implement customer satisfaction improvements that improve responsiveness, timeliness, and quality improvement techniques and process improvements.

4. Contractor does not provide clear lines of authority or effective communication with Government, other agencies, and associate contractors. Contractor maintains indifferent liaison with customers.

5. Contractor customer satisfaction rating is 79% or below.

6. Contractor defines problems without factual supporting information and rationale.

7. Contractor does not provide adequate continuous quality improvements, process improvements, utilization of resources, and quality assurance of subcontractors.

8. Contractor refers issues appropriately and in a timely way to the Government for response.

9. Contractor displays no ingenuity and/or flexibility in servicing customers, quality improvements, process improvements, utilization of resources, and resolving problem areas.

ANNEX 3

CONTRACTOR PERFORMANCE EVALUATION

Offeror's Name_____
Delivery Order/Contractor No. _____ Project No. _____
Contractor _____ Functional Area_____
Dates of Performance: Starting Date _____ Ending Date _____
This Reporting Period _____ Total Est. $ Amount_____

Rating: 0. Unsatisfactory; 1. Satisfactory; 2. Good; 3. Very Good; 4. Excellent;
N/A. Not Applicable

Please provide your opinion by rating the following:

Quality of Product/Service
1. Effectiveness in identifying user requirements
0.___ 1.___ 2.___ 3.___ N/A. ___
2. Effectiveness in accomplishing performance metrics
0.___ 1.___ 2.___ 3.___ N/A. ___
3. Identified risk factors and alternatives for alleviating risk
0.___ 1.___ 2.___ 3.___ N/A. ___
4. Effective logistics support (hardware, software, personnel)
0.___ 1.___ 2.___ 3.___ N/A. ___
5. Quality & completeness of deliverables and documentation
0.___ 1.___ 2.___ 3.___ N/A. ___
6. Technical qualifications of contractor personnel
0.___ 1.___ 2.___ 3.___ N/A. ___

Timeliness of Performance
10. Adherence to delivery schedule (major tasks, milestones)
0.___ 1.___ 2.___ 3.___ N/A. ___
11. Provided timely technical assistance, on-site & off-site
0.___ 1.___ 2.___ 3.___ N/A. ___
12. Timely, current & complete reporting, tracking & documentation
0.___ 1.___ 2.___ 3.___ N/A. ___

Business Relations & Customer Satisfaction
13. Effectively managed, coordinated & integrated contractors
0.___ 1.___ 2.___ 3.___ N/A. ___
14. Effectively communicated with Government management & staff
0.___ 1.___ 2.___ 3.___ N/A. ___
15. Contractor personnel (professional, cooperative & flexible)
0.___ 1.___ 2.___ 3.___ N/A. ___
16. Overall Satisfaction with Contractor
0.___ 1.___ 2.___ 3.___ N/A. ___

Comments: (Please use additional page if necessary)

_____
_____

In your opinion, should the Federal Government use this contractor again on future delivery orders? Yes__ No __

Rater's
Name:_____Date:_____e Number:_____Fax
Number:_____Email
Address:_____

Attachment J-3

J-4 COST/PRICE SPREADSHEET
Attachment J-4 Cost/Price Spreadsheet

CLIN STRUTURE

BASE YEAR
(1 NOV 02 – 31 OCT 03)

CLIN					
0001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	0001AA				
	0001AB				
	0001AC				
	0001AD				
	0001AE				
	Etc.				
	TOTAL LABOR				
0002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
0003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
0004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	0004AA				
	0004AB				
	0004AC				
	0004AD				
	0004AE				
	Ect.				
	Total Maintenance				
0005	**Travel**		**1**	**Lot**	**NTE**
0006	**Early Completion Bonus**		**1**	**Lot**	**NTE $1.5M**

1st OPTION YEAR
(1 NOV 03 – 31 OCT 04)

CLIN					
1001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	1001AA				

	1001AB				
	1001AC				
	1001AD				
	1001AE				
	Etc.				
	TOTAL LABOR				
1002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
1003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
1004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	1004AA				
	1004AB				
	1004AC				
	1004AD				
	1004AE				
	Ect.				
	Total Maintenance				
1005	**Travel**		**1**	**Lot**	**NTE**

2ND OPTION
(1 NOV 04 – 31 OCT 05)

CLIN					
2001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	2001AA				
	2001AB				
	2001AC				
	2001AD				
	2001AE				
	Etc.				
	TOTAL LABOR				
2002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
2003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
2004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	2004AA				
	20004AB				
	2004AC				
	2004AD				
	2004AE				
	Ect.				
	Total Maintenance				
2005	**Travel**		**1**	**Lot**	**NTE**

3RD OPTION YEAR
(1 NOV 05 – 31 OCT 06)

CLIN					
3001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	3001AA				
	3001AB				
	3001AC				
	3001AD				
	3001AE				
	Etc.				
	TOTAL LABOR				
3002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
3003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
3004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	3004AA				
	3004AB				
	3004AC				
	3004AD				
	3004AE				
	Ect.				
	Total Maintenance				
3005	**Travel**		**1**	**Lot**	**NTE**

4th OPTION YEAR
(1 NOV 06 – 31 OCT 07)

CLIN					
4001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	4001AA				
	4001AB				
	4001AC				
	4001AD				
	4001AE				
	Etc.				
	TOTAL LABOR				
4002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
4003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
4004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	4004AA				

	4004AB				
	4004AC				
	4004AD				
	4004AE				
	Ect.				
	Total Maintenance				
4005	**Travel**		**1**	**Lot**	**NTE**

AWARD TERM 1
(1 NOV 07 – 31 OCT 08)

CLIN					
5001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	5001AA				
	5001AB				
	5001AC				
	5001AD				
	5001AE				
	Etc.				
	TOTAL LABOR				
5002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
5003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
5004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	5004AA				
	5004AB				
	5004AC				
	5004AD				
	5004AE				
	Ect.				
	Total Maintenance				
5005	**Travel**		**1**	**Lot**	**NTE**

AWARD TERM 2
(1 NOV 08 – 31 OCT 09)

CLIN					
6001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	6001AA				
	6001AB				
	6001AC				
	6001AD				
	6001AE				
	Etc.				

	TOTAL LABOR				
6002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
6003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
6004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	6004AA				
	6004AB				
	6004AC				
	6004AD				
	6004AE				
	Ect.				
	Total Maintenance				
6005	**Travel**		**1**	**Lot**	**NTE**

AWARD TERM 3
(1 NOV 09 – 31 OCT 10)

CLIN					
7001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	7001AA				
	7001AB				
	7001AC				
	7001AD				
	7001AE				
	Etc.				
	TOTAL LABOR				
7002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
7003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
7004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	7004AA				
	7004AB				
	7004AC				
	7004AD				
	7004AE				
	Ect.				
	Total Maintenance				
7005	**Travel**		**1**	**Lot**	**NTE**

AWARD TERM 4
(1 NOV 10 – 31 OCT 11)

CLIN					

8001	**Integration/Development /Implementation - Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	8001AA				
	8001AB				
	8001AC				
	8001AD				
	8001AE				
	Etc.				
	TOTAL LABOR				
8002	**Hardware**	**Description**	**1**	**Lot**	**Extended AMT**
8003	**Software/Licenses**	**Description**	**1**	**Lot**	**Extended AMT**
8004	**Maintenance Labor**	**Labor Category**	**Quantity (EST Hrs)**	**Fixed Hourly Rate**	**Extended AMT**
	8004AA				
	8004AB				
	8004AC				
	8004AD				
	8004AE				
	Ect.				
	Total Maintenance				
8005	**Travel**		**1**	**Lot**	**NTE**

Attachment 4

J-5 TERMS AND DEFINITIONS
ATTACHMENT J-5 TERMS AND DEFINITIONS

1. IOC: Government acceptance of Block one (all 4 integrated increments). Acceptance will be upon successful Government operational testing in a live environment, at which point STMS will be providing service to some customers. The following are part of the IOC acceptance exit criteria: DII COE (Level 6) certification received, Interim Authority to Operate (IATO) received, System interfaces and interoperability verified, user and technical acceptance granted, and user training, documentation, and logistics support provided.

2. FOC: Implementation of block 1 to provide STMS service to the complete customer base as identified by the Government. The following are part of the FOC acceptance exit criteria: Final DITSCAP certification received, all identified users are trained to use the STMS system and STMS Block 1 is fully fielded to all identified STMS users.

3. Customization is the change of COTS provided source code.

4. Configuration is changing the default settings of COTS provided parameters, or using COTS provided methods to change the COTS processing behavior.

5. Software extension is the use of COTS APIs to create, e.g. a menu, or interfaces.

6. Enhancement is the addition of non-COTS software code, which may or may not use COTS APIs, to be used in conjunction with COTS, in order to add additional functionality.

7. TBD is an acronym meaning To Be Determined.

8. System Interface -- Any organized assembly of resources and procedures united and regulated by interaction or interdependence to accomplish a set of specific functions.

a. A boundary or point common to two or more similar or dissimilar communications systems, subsystems, or other entities against which or at which necessary information flow takes place.

b. A concept involving the specification of the interconnection between two systems or items of equipment. The definition to be defined by the sending and receiving organization.

c. The process of interrelating two or more dissimilar systems.

9. A connecting link between two systems. In the open system interconnection reference model, it is the boundary between adjacent layers.

J-6 COMPLIANCE MATRIX

Attachment J-6 Compliance Matrix

STMS Functional Requirements Matrix: Indicate with an X which requirement can be satisfied by COTS software; which requirement will require software customization, extension, or enhancement; and which requirements need to have DoD processes/procedures changed to comply with the software as delivered. If a DoD process/procedure change is indicated provide an explanation of impact in terms of potential increase of cost/schedule if that change cannot be adopted by the DoD. If no impact or minimal impact state as such. Each column is mutually exclusive, so only one X should be used for each requirement. Explanations can be included in the Comments column. Explanations shall not exceed an AVERAGE of 2 paragraph per comment, Comments may address extent of cost savings by changing the current business process.
Bidder Name----------

Requirement #	Definition	COTS	Customization, extension, or enhancement required	DOD Process Change Required	Schedule, cost impact if DOD CAN NOT make change	Comments

1.0 **STMS Functional Requirements. The following requirements are displayed by deliverable function to provide a "first step" in defining the functionality to be demonstrated in each service deliverable increment. The Government recognizes that requirements in the process steps overlap and that offerors and the Government may regard a particular requirement as part of different increments**

The STMS shall provide the capability to manage and modify long-term negotiated contracts, tenders or tariffs, and supplements with transportation carriers in order to streamline and improve current capabilities in surface guaranteed traffic and ocean contracts. This capability shall include the following:

1.1.1 Modification of contract data and rates contained in STMS, as required.

1.1.2 Allowing Government users to refine routes, lanes, rates, and contract requirements, access commercial and other government rating systems, such as GSA, and enter independent Government cost estimates

1.1.3 Electronic response by carriers to solicitations and maintenance of pro-forma schedules.

1.1.4 Contract evaluation and analysis tools for capturing and analyzing data elements, such as price, technical factors, best-value factors, and historical data.

1.1.5 Automated tools for monitoring and capturing rate increases or decreases, carrier and Government nonperformance information, and in-transit shipment status as required by performance standards contained in multiple contracts.

1.1.6 Government-user capability to search, view, rank, and perform transit time evaluations from

	contractor carrier and performance data.						
1.1.7	Dynamic carrier performance that automatically adjusts carrier listings based upon Government defined “Best Value” factors. The STMS shall provide a flexible capability for the Government to enter and maintain “Best Value” factors. This shall include the ability for the Government to establish a “weighted factor” process						
1.1.8	Monitor actual carrier movements and compare to each contract award’s minimums						
1.2	The STMS shall provide the capability to book, rate, route, and audit shipments automatically and manually using multiple rates, modes, and carriers worldwide. STMS shall notify users electronically when new or updated booking requests and cancellations are posted. It shall identify proper shipping names, shipment characteristics (TB-55-46-1), HAZMAT classes, segregation requirements, transportation restrictions, transportation protective services, Security Risk Categories, and cross-reference DOD unique and commercial carrier codes. It shall also allow the Government to meet the hazardous material (HAZMAT) requirements of 49 Code of Federal Regulations (CFR), safety regulations of countries as identified by the Government, and worldwide HAZMAT regulations.(Note: The intent for supporting direct booking is to provide a portal-like capability within STMS for use by shippers and carriers that captures direct-booking information for MTMC). The STMS shall provide the capability to book, rate, route, and audit shipments automatically and manually using						

	multiple rates, modes, and carriers worldwide. STMS shall notify users electronically when new or updated booking requests and cancellations are posted. It shall identify proper shipping names, shipment characteristics (TB-55-46-1), HAZMAT classes, segregation requirements, transportation restrictions, transportation protective services, Security Risk Categories, and cross-reference DOD unique and commercial carrier codes. It shall also allow the Government to meet the hazardous material (HAZMAT) requirements of 49 Code of Federal Regulations (CFR), safety regulations of countries as identified by the Government, and worldwide HAZMAT regulations. STMS shall also be compatible with carrier direct booking systems and capture current shipment data.					
1.3	The STMS shall provide the capability for Government users to select and award a shipment to carriers from a list of available options to support best-value award decisions and to transmit offers to carriers. This capability shall include the following:					
1.3.1	Allowing users to request automated booking.					
1.3.2	Allowing users the capability to direct book on carrier systems and capture current shipment data.					
1.3.3	Providing users with comparisons of global shipment options by cost, contractual commitments, mode and required delivery dates and transit times.					
1.3.4	Storage of all shipment information online for the period of transportation contract performance.					

1.3.5	Advise users when restrictions are applied due to MTMC policy decisions on particular trade routes, destinations, commodity types, booking types (automated, direct booking), or contractual obligations					
1.3.6	Comply with Cargo Preferences and VISA Priorities					
1.4	The STMS shall provide the capability to solicit for shipment rates in an Internet environment either when rates are not available or when the shipper intends to obtain a lower rate (non-contractor tender based on rates only). This capability shall include the following:					
1.4.1	E-mail notification to carriers of bid solicitations.					
1.4.2	Electronic response by carriers directly to STMS.					
1.4.3	Breakout of costs between line haul and all other costs.					
1.4.4	One-time only (OTO) rates and spot bids on the web.					
1.4.5	Compare carrier OTO/spot bid rates against applicable tender/tariff/contract based rates.					
1.4.6	Compare estimated transit times of carrier/mode options					
1.4.7	Electronic export of these transactions for carrier payments, shipper billing, and ITV systems.					
1.5	For surface carriers, the STMS shall provide the carriers the capability to apply electronically for registration or qualification, including the following					
1.5.1	Government-user capability to view, approve, and reject applications electronically.					
1.5.2	E-mail notification to carriers of application results.					
1.5.3	Editing of carrier-submitted information by surface carriers (limited to their own submissions) and Government-authorized users.					

1.6	The STMS shall provide the capability to submit, validate, and post voluntary and negotiated tenders, supplements, and rates to STMS for immediate use, including the user capability to input data for tenders and rates.
1.6.1	Provide the user the ability to print, copy, view, edit or cancel tenders and supplements
1.6.2	Provide the user the ability to save the tender and supplements to desired medium such as a hard drive, disk, CD, etc.
1.6.3	Provide the user the ability to perform internal maintenance of tenders such as the ability to delete incomplete tenders.
1.6.4	Provide the access to tender data commensurate with the individual user's needs and level within the organization.
1.7	Shipment planning
1.7.1	The STMS shall provide the capability to consolidate shipments from different shippers or origins to one or more destinations or consignees to maximize efficiency. This capability shall include the following:
1.7.1.1	Recommendation of the most appropriate transportation container on the basis of cargo dimensions.
1.7.1.2	Consolidation (and conversion) of break-bulk cargo requirements to container requirements when conversion is more advantageous for the Government (including military unit moves).
1.7.1.3	Consolidation (and conversion) of less-than-truckload (LTL) shipment requirements to truckload (including military unit moves).
1.7.2	The STMS shall provide visibility of all inbound shipments regardless of mode or shipper system used to initiate the shipment. The STMS system shall also provide the capability for the user to enter shipment

	receipt data and "close-out" the shipment.								
1.7.3	The STMS system shall be capable of performing basic shipment planning functions to ensure that shipments released to the carrier can be received by the consignee. This shall require that STMS integrate facility information (e.g., receiving days/hours) into the shipment tendering process. The STMS shall provide a flexible method for entering and managing shipment planning factors.								
1.8	The STMS shall provide the capability for Government users to input, copy, view, edit, or cancel shipping requirements electronically.								
1.8.1	Provide government users the ability to print, generate, edit, and forward all customs forms and provide customs clearance data to designated external groups (such as the Water Clearance Authority) from updated shipping instructions.								
1.8.2	Provide the shipper or documenter the ability to edit, enter, and repair information on various customs forms.								
1.8.3	Automatically populate customs clearance form headings and mandatory fields with all available information.								
1.8.4	Indicate mandatory entries on customs clearance forms with a warning flag.								
1.8.5	Provide the Government user the ability to generate manual lift.								
1.9	The STMS shall provide the capability for ocean carriers and the Government to create, view, and print vessel schedules via the web, including a view and print capability for the government shipper only								

1.9.1	Provide the shipper the ability to book shipments directly (direct booking) with the carrier.					
1.10.	The STMS shall provide functionality for supporting military unit moves, including the following:					
1.10.1	Receiving, processing, and transmitting unit movement data to and from designated external systems.					
1.10.2	Converting unit cargo requirements to sustainment (container) cargo, which results in the booking of unit cargo on commercial vessels.					
1.11.	The STMS shall provide the capability to perform costing calculations on shipment data and changes (including providing the capability to re-price cargo, CONUS and OCONUS, in the event that shipping instructions or carrier-lift data deviate from the booking).					
1.12.	The STMS shall apply the Defense Table of Official Distances (DTOD) to all mileage calculations					
1.13.	The STMS shall provide the capability for Government users to print shipping documentation and shipping labels.					
1.14.	The STMS shall provide the capability for Government users to generate, edit, extract, cancel, query, and close transportation discrepancy reports (TDRs) submitted by customers.					
1.15.	The STMS shall provide the capability for Government users to capture and use contractor and carrier performance information, including the following:					
1.15.1	Access to contractor and carrier performance data for evaluation purposes.					

1.15.2	Input of contractor performance data, carrier nonperformance data, and event reporting.					
1.15.3	Use of contractor and carrier performance data to determine their suitability for continued or future performance in the carrier selection process; such determination may be for a single shipment or a defined period of time.					
1.15.4	Verifying, certifying, and generating reports of liquidated damages.					
1.16.	The STMS shall provide the capability to input, display, and process shipping instructions and related information. This capability shall include the following:					
1.16.1	Acceptance of shipping instructions and booking and event data from the shipper or Government users.					
1.16.2	Automatic matching of booking, shipping instructions, and event details in order to resolve differences on the basis of defined business rules.					
1.16.3	Government-user capability to intervene and manually resolve (override the automatic resolution process) discrepancies between booking, shipping instructions, and event details.					
1.17.	The STMS shall provide customs clearance data to designated external groups (such as the Water Clearance Authority) from updated shipping instructions, including the following:					
1.17.1	Generate appropriate customs documents and allow the user to customize and edit those documents as required. The STMS shall provide customs data in an electronic format to all required external systems.					

1.17.2	A customs documentation alert flag at the time of booking.(Note: This will require a change from the current business process in order to provide an alert at the time of booking.)(Note: This requirement also includes North American shipments that cross Canadian or Mexican borders.)							
1.18.	The STMS shall provide the capability to track load and discharge reports from the Worldwide Port System (WPS) for free-in and free-out shipments.							
1.19.	The STMS shall provide the capability to capture and display real-time, in-transit visibility on demand by users for all cargo moving from origin to destination. In-transit visibility shall include the dates and times of shipment pickup, delivery, transloading, enroute status, and reasons for delay by bill of lading and TCN numbers. STMS shall have the capability to receive electronic shipment status messages and provide website capability for carrier manual input of status reports.(Note: This requirement may exceed current commercial capabilities but is intended to support DoD in-transit visibility requirements.)							
1.20.	The STMS shall provide a database for all data storage to enable the analysis of historical data, including scheduling specified reports and producing them on demand. This database shall provide the following capabilities:							
1.20.1	Scheduling and production of specified reports (and production on demand).							
1.20.2	Viewing (by authorized users) of all shipments available for bid, canceled, or awarded (by shipper, carrier, or otherwise) for the past 30 days.							

1.20.3	Viewing (by Government users) of carrier information, including active rates and contracts, shipping documentation, and performance.					
1.20.4	Comparison of shipment data as booked with shipment data as actually moved					
1.21.	The STMS shall maintain shipment history and provide notification of changes to specified external groups.					
1.22.	The STMS shall provide the capability to submit transportation activity information as currently prescribed in the Transportation Facilities Guide (TFG), including the use of output information that describes transportation activities for use in offers and shipping documents.					
1.23.	The STMS shall provide the capability to view, cross-reference, and translate DoD-unique and commercial carrier codes (for example, port, commodity, and geographic location codes). The STMS shall provide the capability for the user to generate user defined reports utilizing any data elements stored by the system. Access to data shall be commensurate with the individual user's need and level within the organization. The STMS shall provide a flexible capability to establish and maintain user data access privileges.					
1.24.	STMS shall generate forecasted baseline contract shipment requirements from user-defined contract scope and historical data, including modifying baseline forecasts on the basis of shipper or military service inputs.					

1.25	The STMS shall provide the capability to capture and transfer costed shipment data and complete shipment histories for all transportation modes to the Defense Finance and Accounting Service (DFAS), PowerTrack, and other designated systems					
1.26	Update MTMC accounting systems with cost and revenue to comply with DFSIN 37-1 and DoD financial management regulations					
1.27	The STMS shall provide the capability for the user to generate user-defined reports utilizing any data elements stored by the system. Access to data shall be commensurate with the individual user's need and level within the organization. The STMS shall provide a flexible capability to establish and maintain user data access privileges.					
1.28	The STMS shall be able to identify shipments requiring exception management by either the user or a higher level of authority. The STMS shall provide a flexible method for the Government to enter and manage shipments exception criteria.					
2.0.	**STMS Technical Requirements**					
2.1.	Communications. The STMS communications capability shall allow sufficient connectivity and reach to allow military services access from U.S. military installations and activities and carriers or transportation partners worldwide. The long-haul communication network shall extend from the identified data processing service provider's facility to the user site or installation point of presence (PoP). (Note. The Defense Information Switched Network, DISN, shall be employed to					

	address these long-haul communication network requirements within DoD. Persistent technology should be considered featuring "web-aware" client side programs that allow end users a limited scope of functionality to complete shipment transactions at their end despite interruptions in connectivity to central host platforms.					
2.2.	The service provider shall ensure that the STMS meets all applicable standards from the current Joint Technical Architecture (JTA), including the Defense Information Infrastructure Common Operating Environment (DII COE) and the Defense Transportation System (DTS) "to-be" architecture, as follows:					
2.2.1	All STMS components selected shall be designed and implemented using the standards listed in the JTA. These standards include the mandates described in the current DII COE Integration and Routine Specification (I&RTS) document. TheSTMS shall be designed and planned for DII COE Level 7 and certified at Level 6 before being implemented. (Note: Offerors are also referred to the current DISA Joint Interoperability and Engineering Organization DII COE Developer Documentation.)					
2.2.2	Unless otherwise agreed to by the Government, the data shall fully conform to the Information Modeling Data Exchange and Data Definition Standards set forth in the JTA to ensure data exchange interoperability					
2.2.3	STMS shall provide EDI translation software and XML functionality.					

2.2.4	For MTMC hosted solution, all STMS components selected shall be designed and implemented for compatibility with the proposed MTMC consolidated network architecture. The proposed consolidated network architecture which consists of Sun Unix, and Pentium based servers, a ORACLE database and NT or iPlanet web servers. All port 80 and 443 traffic must be routed through proxy servers. MTMC relies on firewall technology to protect network assets. All traffic will be routed through the firewall and use of ports and protocols must follow the DOD NIPRNET Ports and Protocols Security Technical Guidance.		
2.3	The STMS shall provide Web-enabled capability supporting multiple browsers (at a minimum, current versions of both Netscape and Internet Explorer).		
2.4	The STMS shall provide the capability to allow Internet and Unclassified but Sensitive Internet Protocol Router Network (NIPRNet) access to MTMC and Government and military domains access to STMS.		
2.5	The STMS shall provide and incorporate system and Web-monitoring tools and meet U.S. Transportation Command (USTRANSCOM) customer assurance standards for proactive event monitoring.		
2.6	The STMS shall support MTMC's single sign-on initiative, intended to ensure that an initial log-on provides authorization and access for all applications authorized to users		
2.7	The STMS shall provide a journalizing capability to capture the history of user transactions		

	(for use in the performance of audit trails).					
2.8	The STMS shall provide the capability to support 1000 users online concurrently worldwide, and 15,000 total users worldwide. Currently GFM processes on average 260,000 shipping requests a year, and one million bills of lading a year and has 300 concurrent users, with 4500 total users. IBS processes (all modules) on average 105,000 input/output transactions daily, and has 230 concurrent users, and a total user base of 1200. The capability requirement is based upon projections of growth from domestic, and especially from new overseas customers, as well as the requirement to handle normal fluctuations in concurrent usage.					
2.9	The STMS shall provide the capability to support mobilization and surge needs for increased transaction workloads up to three (3) times greater normal operating levels.					
2.10	The STMS shall integrate reference tables as required by the Government (currently totaling approximately 250 tables).					
2.11	The STMS shall provide system operations and customer access to services to support worldwide shippers and carriers twenty-four (24) hours a day, seven (7) days a week, including the following:					
2.11.1	Scheduled maintenance coordinated with the Government to minimize outage impact on users					
2.11.2	Scheduled service maintenance outages not exceeding 4 hours per month					

2.11.3	Corrective activities or unscheduled maintenance not exceeding four (4) hours per month.					
[redacted]						
2.12	The STMS shall incorporate transactional processing (versus batch processing) where such capability will improve customer support.					
[redacted]						
2.13	The STMS shall incorporate the capability to maintain and assure data integrity. The STMS shall incorporate the capabilities to maintain and assure data confidentiality, data integrity and data availability. Data confidentiality provides the assurance that information is not disclosed to unauthorized entities or processes. Special care must be taken to ensure that proprietary or arms, ammunition or explosive (AA&E) information is viewed only by authorized users. Data integrity provides protection from intentional or unintentional alteration or misuse. Data availability is the state when data are in the place needed by the user, at the time the user needs them and in the form needed by the user. STMS will incorporate profiling of users to ensure that users, such as non- Arms, ammunition, and explosives (AA&E) carriers, will not have access to information on AA&E shipments and 2) that proprietary data about transportation carriers will be provided only as authorized to intended recipients/users.					
[redacted]						
2.14	In addition to standards in 2.2 above, when MTMC provided host production platforms are the adopted option, STMS shall be designed for optimized operations and maintenance on the future MTMC target architectural environment.					